FEBRUARY 2025 / BOATINTERNATIONAL.COM

US EDITION

BOAT International

POCKET ROCKETS

EXCITING NEW OPTIONS IN THE 40/80 SIZE RANGE

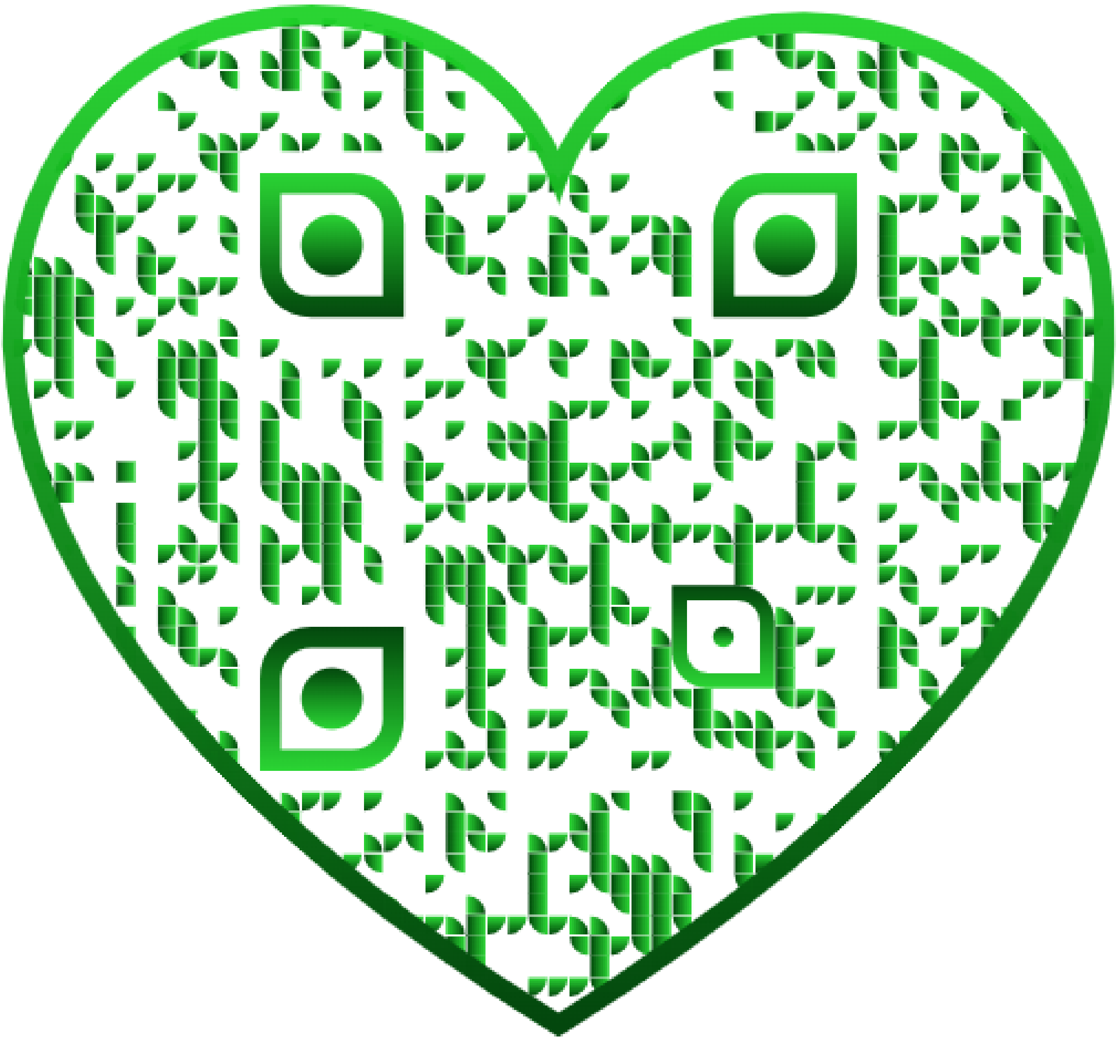
FORMERLY ShowBoats

$9.00US $9.00CAN
DISPLAY UNTIL 02/24/2025

THE BIG GAME

FULL THROTTLE ON A TRUE YACHT FISHER

PLUS: THE DO'S AND DON'TS OF ONBOARD ETIQUETTE



DUTCH DESIGN®

SEA ROVER

Blending nature’s touch with light stone refinement on the waves

contact@dutchdesign.com
dutchdesign.com

37L

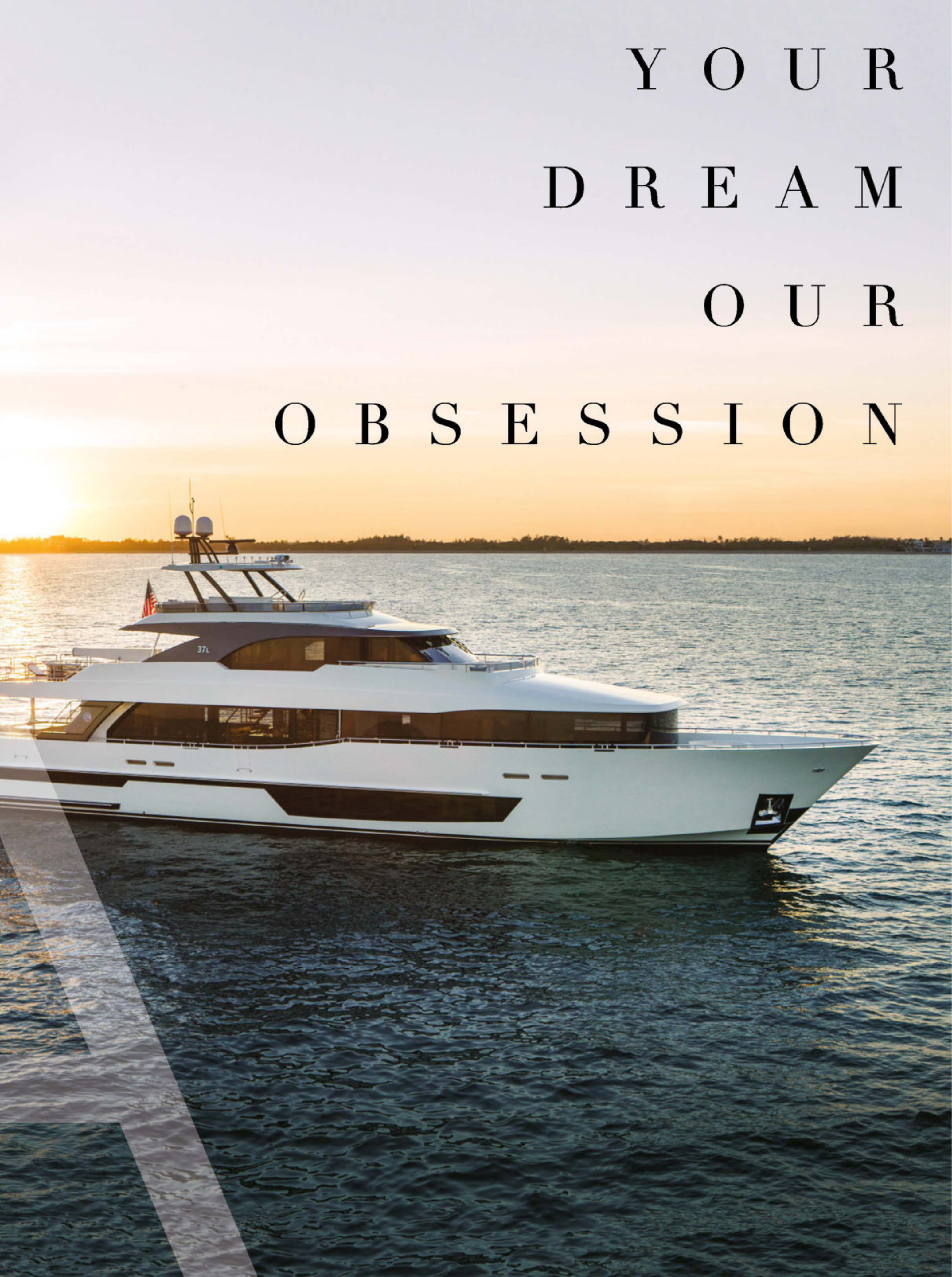
Step aboard the timeless OCEAN ALEXANDER 37L and experience a world of unparalleled luxury. Escape into your own paradise, enriched with first-class pampering, the utmost in privacy, and the epitome of seaworthiness.

THE LEGEND SERIES

28L | 32L | 37L

OCEAN ALEXANDER®

OCEANALEXANDER.COM


YOUR
DREAM
OUR
OBSESSION

WHO SAYS ITALIANS CANNOT BE AS BOLD AS AMERICANS?

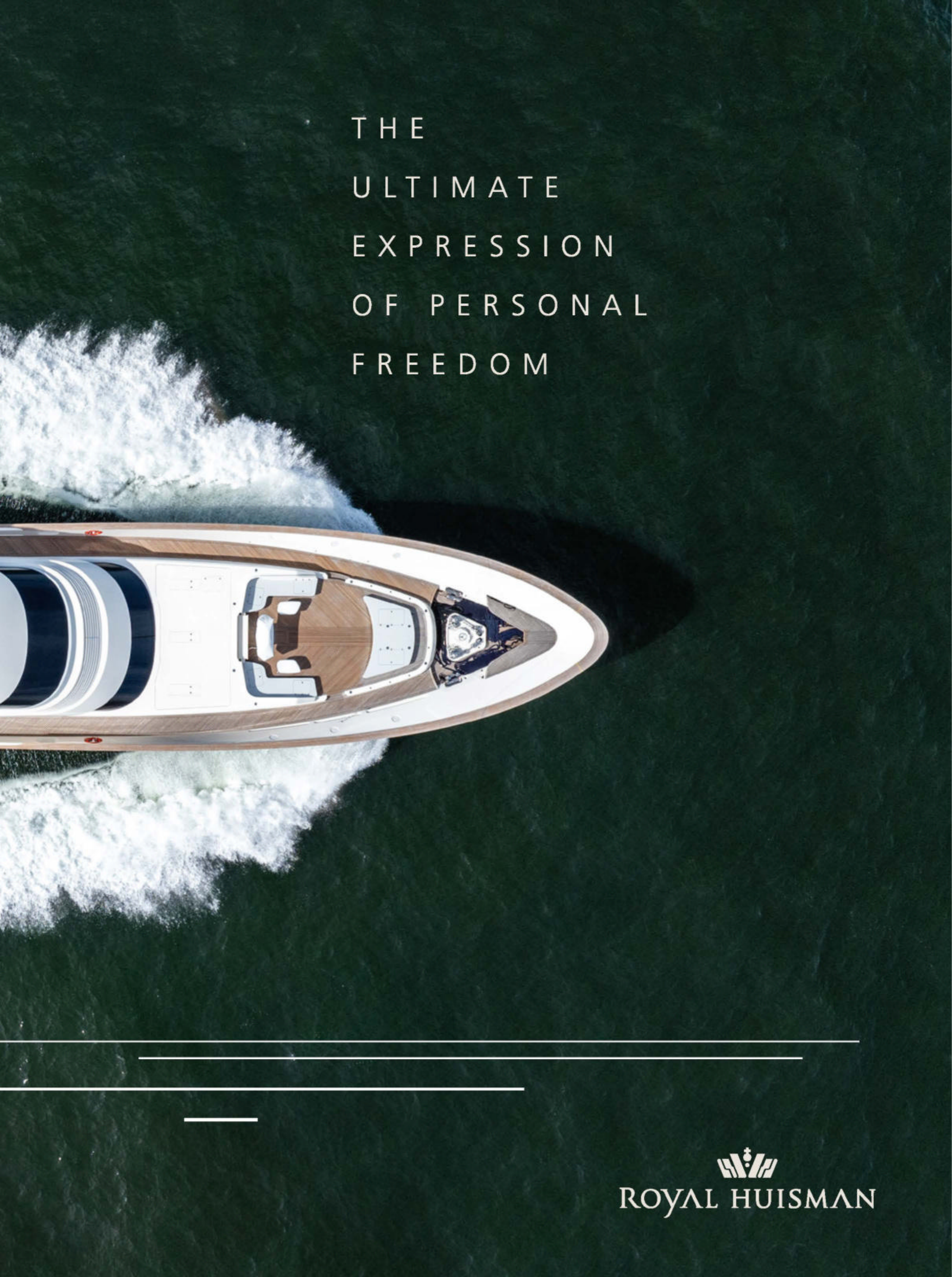
Blugame's BG74 is the missing link between Italian craftsmanship and American boldness. Flybridge or open yacht? She blends the benefits of both worlds with an exceptional crossover soul and a rugged build that perfectly suits the U.S. yachting style. BG74 does not just make herself known: she stands out everywhere.
Don't miss the boat.

BG74 | For Bluegamers only.

Sanlorenzo of the Americas | Fort Lauderdale, USA | +1 9543764794 | **info@sanlorenzoamericas.com**
Bluegame S.r.l. | Ameglia (SP), Italy | +39 0187 618490 | info@bluegame.it | **bluegame.it**

A BRAND OF SANLORENZO
BLUEGAME

IMO 99241
IMO 992410



THE
ULTIMATE
EXPRESSION
OF PERSONAL
FREEDOM
ROYAL HUISMAN

pershing-yacht.com

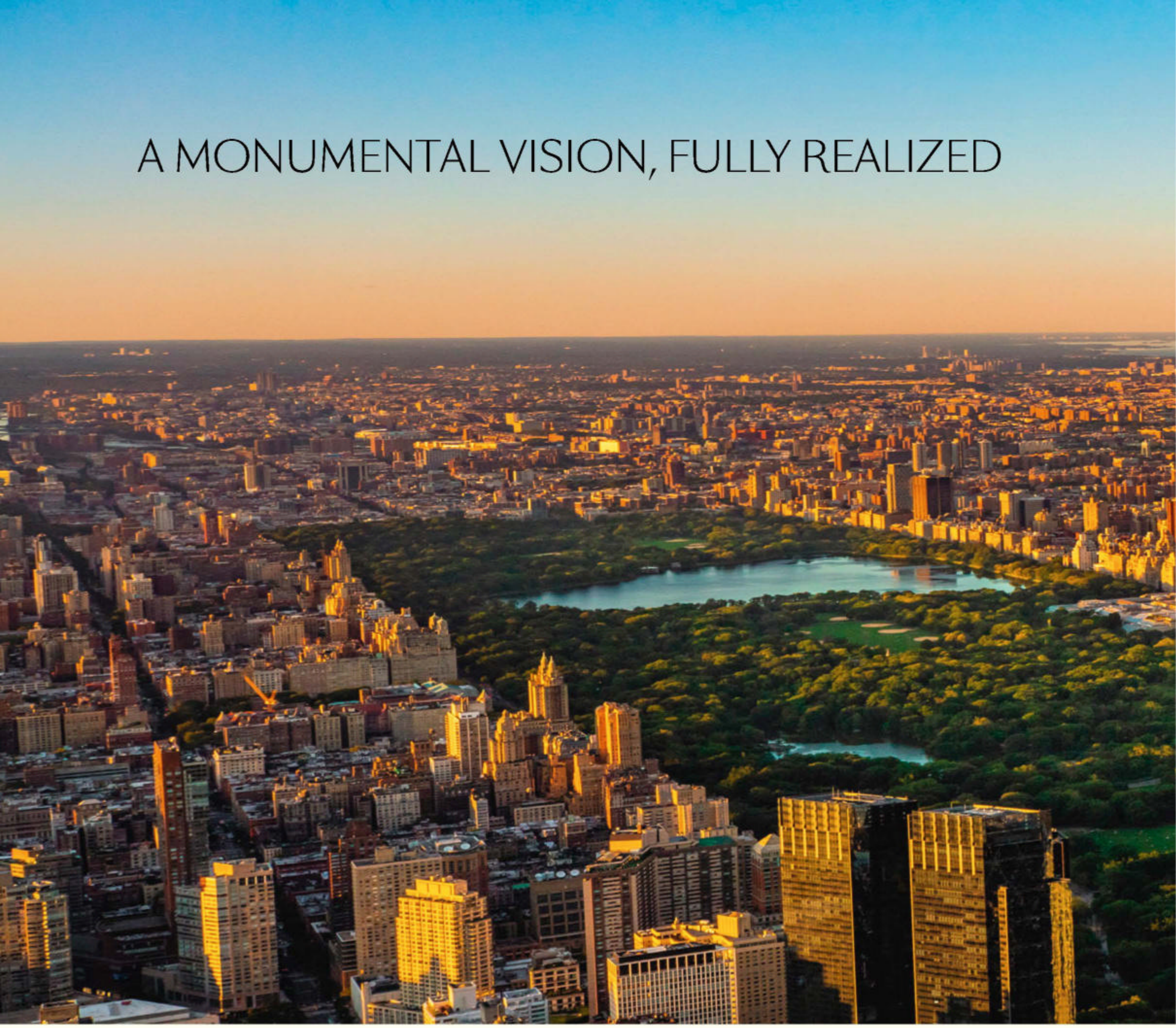
140

5X 6X 7X 8X 9X 140

PERSHING

On the
Wings of
Freedom

FERRETTI GROUP AMERICA
1445 SE 16th Street,
Fort Lauderdale, Florida, 33316
salesusa@ferrettigroup.com
ferrettigroupamerica.com



Over two decades in the making, Central Park Tower is now complete. This iconic tower takes its place along the skyline 1,550 feet above New York City.

A feat of architecture and engineering, offering the finest residences, extraordinary views and superior services and amenities.

Each resident of Central Park Tower is an exclusive member of Central Park Club. A Club designed to complement the extraordinary experience of living in the most elevated residences in the world.

The Tallest Residences in the World Priced From $8.5MM to Over $59.5MM

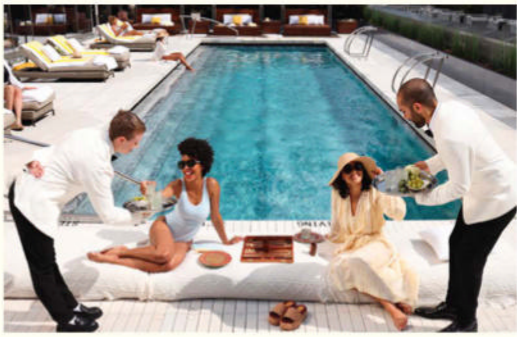
+1 212.957.5557 | Sales@CentralParkTower.com | www.CentralParkTower.com

CENTRAL PARK TOWER

THE FINEST DESIGN

UNFORGETTABLE VIEWS

SUPERIOR SERVICE



EXCELLENT BECAUSE IT'S AN EXTELL PROPERTY. INTELLIGENT BECAUSE IT'S THE BEST YOU CAN BUY. EXTELL *corcoran sunshine*

THE COMPLETE OFFERING TERMS ARE IN AN OFFERING PLAN AVAILABLE FROM SPONSOR. FILE NO CD16-0240. SPONSOR: SMITELL LLC. 805 THIRD AVENUE, SEVENTH FLOOR, NEW YORK, NY 10022.

OUR DNA
YOUR DREAM
SINCE 1985
MANGUSTA
Dream Shapers.

MANGUSTA 165 REV

MANGUSTA MAXI OPEN 104 REV - 132E - 165 REV - 220 REV
MANGUSTA GRANSPORT 33 - 45 - 54 - 67
MANGUSTA OCEANO 39 - 44 - 46 - 50 - 52

mangustayachts.com

Exquisite. Where Beach Meets Bay.

Uniquely situated in a tropical paradise, with access to both the beach and the bay, The St. Regis Resort & Residences Bahia Mar, Fort Lauderdale, masterfully designed by Arquitectonica, with elegant interiors by Tara Bernerd & Partners, is the splendid private centerpiece of this ultimate waterfront destination. Every element bears the imprint of St. Regis, whose bespoke approach to service and exemplary tastemaking ensures that life is truly exquisite.

St. Regis Beach Club • Megayacht Marina • Lushly Landscaped Park and Promenade • Resort-Style Pools
World-Class Spa • Pickleball • Signature Fine Dining

ST REGIS
BAHIA MAR ◆ FORT LAUDERDALE
THE RESIDENCES

NOW SELLING

The Resort Collection: One- to three-bedrooms • *The Residences: Three- to four-bedrooms*

SRRBahiaMar.com • 954 282 7304

Future residences located at:
801 Seabreeze Blvd.
Fort Lauderdale, FL 33316

Sales Gallery located on-site

RELATED · TATE CAPITAL · ROK · DouglasElliman Development Marketing · BAHIA MAR

ORAL REPRESENTATIONS CANNOT BE RELIED UPON AS CORRECTLY STATING REPRESENTATIONS OF THE DEVELOPER. FOR CORRECT REPRESENTATIONS, MAKE REFERENCE TO THIS BROCHURE AND THE DOCUMENTS REQUIRED BY SECTION 718.503, FLORIDA STATUTES, TO BE FURNISHED BY A DEVELOPER TO A BUYER OR LESSEE.

The St. Regis Residences Bahia Mar Fort Lauderdale, referred to for ease of reference as St Regis Residences is a community of three towers: including Tower 1 of condominium residences developed by PRH/TRR BM Tower 1, LLC; Tower 2 of condominium residences developed by PRH/TRR BM Tower 2, LLC; and Resort Tower 3 which includes a condominium within a portion of a building or within a multiple parcel building developed by PRH/TRR BM Condo, LLC. For ease of reference, PRH/TRR BM Tower 1, LLC, PRH/TRR BM Tower 2, LLC, and PRH/TRR BM Condo, LLC are each a "Developer" and collectively the "Developers." St Regis Residences are not owned, developed, or sold by Marriott International, Inc. or its affiliates ("Marriott"). The Developers use the St. Regis marks under a license from licensor, Marriott, which has not confirmed the accuracy of any of the statements or representations made about the projects by Developers. The Developers each also use the trade names, marks, and logos of the licensor, The Related Group®, which licensor is not a Developer of any tower. Artist's conceptual renderings of exterior or site plan and depicting water, marina, surrounding buildings, or landmarks are modified with some surrounding buildings and landmarks omitted. Sketches, renderings, or photographs depicting lifestyle, amenities, food services, resort services, finishes, designs, materials, furnishings, plans, specifications, or art contained in this brochure are proposed only. The St. Regis Residences are developed on a site that is near water, but water access is not guaranteed. No specific view is guaranteed. The associations for each tower will be a part of a master association which will require payment of master association assessments. Some amenities described require payment of fees in addition to regular assessment payments. Consult the Developers' Prospectus for the tower in which you desire to purchase to understand the offering, the amenities, the proposed budgets, terms, conditions, specifications, fees, unit dimensions and size calculation method, site plans, and to learn what is included with the purchase and the payment of regular assessments. The Developers are not residents of the State of New York, and the offerings of Developers are not intended for residents of New York nor any other jurisdiction in which such an offering is prohibited. 2024 © by PRH/TRR BM Tower 1, LLC, PRH/TRR BM Tower 2, LLC, and PRH/TRR BM Condo, LLC, with all rights reserved.

HOME TO LEGENDS

THE
OWO
RESIDENCES

85 PRIVATE RESIDENCES IN THE HEART OF CENTRAL LONDON
VIEWINGS BY APPOINTMENT

TO ENQUIRE CALL +44 (0) 207 139 5012
WWW.THEOWO.LONDON

RAFFLES
LONDON

VOL. 44 / ISSUE 2

CONTENTS

38
Where to be in February for top culinary, shopping and sporting events

44
Properties that keep up with the most active, wellness-minded owners

YOU'RE GOING TO NEED A BIGGER BOAT

62
The world's largest sportfisher perfectly melds functionality and luxury

GROWTH CURVE

98
The Zeelander flagship shows her superyacht soul in under 80ft

Charm SCHOOL

106
The rules for behaving on board that will ensure you get asked back

A cat in wolf's clothing

112
Rossinavi's new catamaran defies expectations, in more ways than one

126
Princess Yachts' S Class flagship has both space and speed

135
The best of the best: new luxury hotels opening around the world

ON THE COVER

62 The big game: full throttle on a true yacht fisher
83 Pocket rockets: exciting new options in the 40/80 size range
106 Plus: the do's and don'ts of onboard etiquette

ON BOARD

28 News: new models, the latest launches, cool concepts and more
34 Edit: new to charter in 2025

BOAT LIFE

38 Essential events for your diary
40 Go old school and offline with the retro Morgan Plus Four
41 The life-changing implications of a medical retreat at Palazzo Fiuggi
43 The watch that could save your life
44 Property: homes with next-level fitness and wellness amenities
46 The latest in treatments and wellness products
48 Edit: winter skincare for a fresher face

OWNERS' CLUB

52 On board 137ft *Kasif* with Tolga Vural
56 Members' Logbook
58 The Owners' Club gets in a New York state of mind
60 My Life in Boats: Bob Eichler

FEATURES

84 New happenings in the 40ft to 80ft market
90 Why the wallywhy100 is one to watch
94 Pardo's flagship GT75
98 Zeelander 8's sinuous style
102 Eco thinking on the Azimut Seadeck 6
112 *Seawolf X*: the lean, mean energy-saving machine
126 Princess's new S80 tops the sportsbridge range

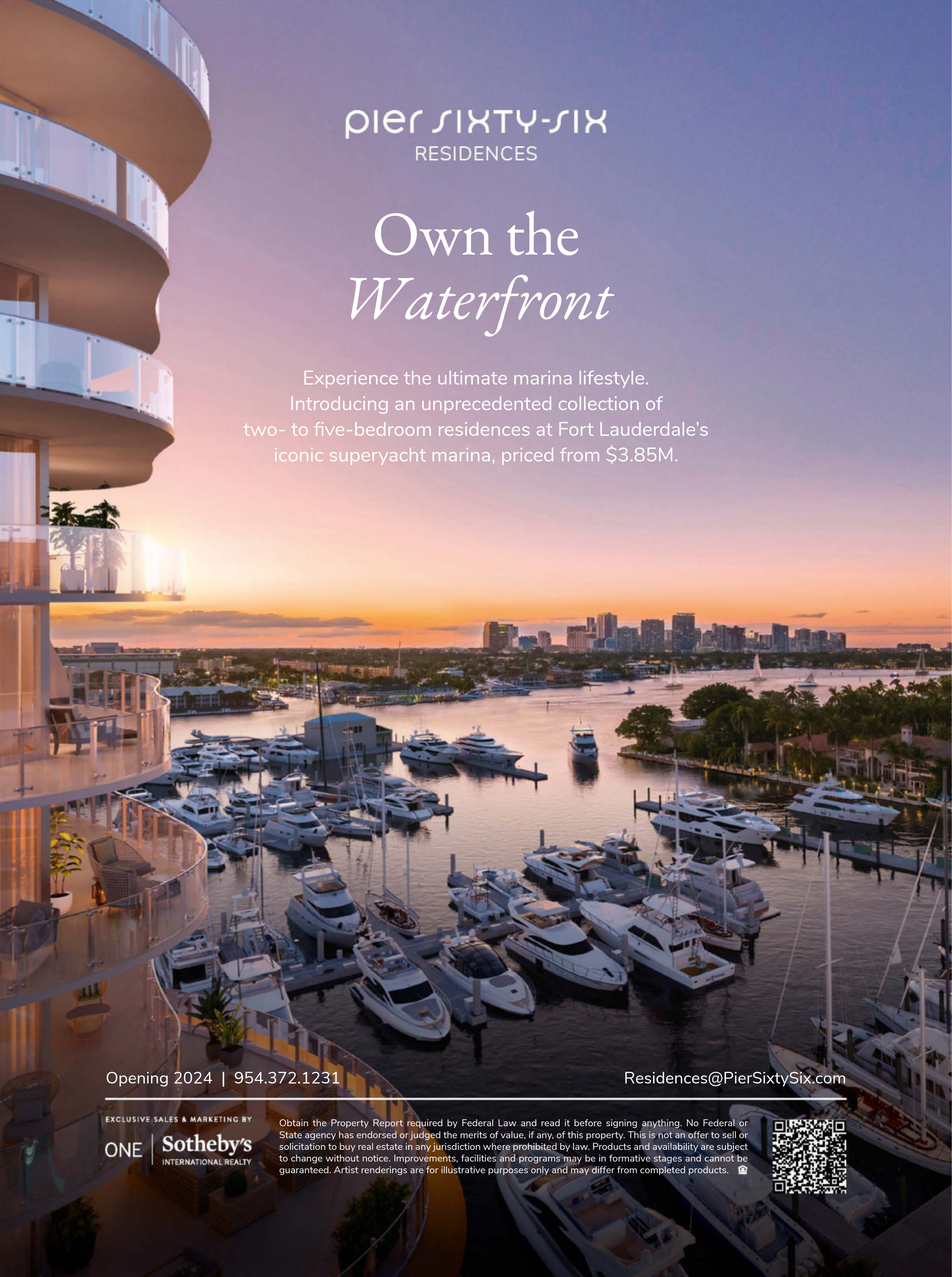
VOYAGE

135 The Hot List: our round-up of the most spectacular hotel openings around the world

THE BITTER END

156 An anonymous owner writes...

On the cover: Royal Huisman's 171ft *Special One*, photographed by Guillaume Plisson



pier sixty-six
RESIDENCES

Own the
Waterfront

Experience the ultimate marina lifestyle.
Introducing an unprecedented collection of
two- to five-bedroom residences at Fort Lauderdale's
iconic superyacht marina, priced from $3.85M.

Opening 2024 | 954.372.1231

Residences@PierSixtySix.com

EXCLUSIVE SALES & MARKETING BY
ONE | Sotheby's INTERNATIONAL REALTY

Obtain the Property Report required by Federal Law and read it before signing anything. No Federal or State agency has endorsed or judged the merits of value, if any, of this property. This is not an offer to sell or solicitation to buy real estate in any jurisdiction where prohibited by law. Products and availability are subject to change without notice. Improvements, facilities and programs may be in formative stages and cannot be guaranteed. Artist renderings are for illustrative purposes only and may differ from completed products.

BOAT International

US EDITION

EDITOR-IN-CHIEF	Stewart Campbell
EDITOR	Cecile Gauert
GROUP CREATIVE DIRECTOR	Christopher Whale
MANAGING EDITOR	Simon Ward

ASSOCIATE EDITOR	Caroline White
EXECUTIVE EDITOR	Charlotte Hogarth-Jones
LUXURY EDITOR	Belle Rice
TRAVEL & CHARTER EDITOR	Georgia Boscawen
SUPERYACHTS EDITOR	Katia Damborsky
FASHION DIRECTOR	Fiona Rubie
EDITOR-AT-LARGE	Sacha Bonsor
PRODUCTION EDITOR	Trevor Cooper
SENIOR ART DIRECTOR	Lee Franklin
DIGITAL DESIGNER	Alex Wilson
SENIOR SUB-EDITOR	Kate Lardy
DIRECTOR OF PHOTOGRAPHY	Jordan Nathan Bamforth
PICTURE DESK INTERN	Kanako Hata

ONLINE

CONTENT DIRECTOR	Lucy Dunn
ONLINE EDITOR	Holly Margerrison
COMMERCIAL CONTENT EDITOR	Hannah Rankine
BUSINESS EDITOR	Gabrielle Lazaridis
NEWS EDITOR	Dea Jusufi
BROKERAGE EDITOR	Nick Jeffery
HEAD OF SOCIAL MEDIA	Naomi Wilson
SOCIAL MEDIA EXECUTIVE	Phoebe Long

DIGITAL

HEAD OF DIGITAL PRODUCT	Markus Lanser
LEAD DEVELOPER	Adriano di Lauro
RESEARCH DIRECTOR	Raphael Montigneaux
MARKET INTELLIGENCE DATA MANAGER	Susan Gatuguta-Gitau
DATA & LISTINGS EXECUTIVE	George Hampton
CRM & EMAIL MARKETING EXECUTIVE	Lewis Crosswell

CONTRIBUTING EDITORS

Simon de Burton, Sam Fortescue, Jonathan Glynn-Smith, Risa Merl, Graeme Montgomery, Marilyn Mower, Jonathan Ray

EVENTS AND MARKETING
+44 (0) 20 8545 9330

EVENT DIRECTOR	Clare Jempson
SENIOR EVENT MANAGER	Amy Parsonson
EVENT PRODUCER	Johanna Sargeant
EVENT MANAGER	George Sallitt
AWARDS MANAGER	Ciara Hutchison Reid
EVENT CO-ORDINATOR	Abigail Hindmarch
EVENT ASSISTANT	Clement Rye
CLUB SECRETARY	Isobel Sinclair
MARKETING MANAGER	Daniel Webb
SALES & MARKETING EXECUTIVE	Harrison Walker

EXECUTIVE CHAIRMAN	John Paton
CHIEF EXECUTIVE OFFICER	Toby Moore
CHIEF OPERATING OFFICER	Tony Euden
HEAD OF FINANCE	David Waters
ACCOUNTANT	Mark Goulbourne

PRODUCTION

PRODUCTION MANAGER	Stav Athanasiou

FORT LAUDERDALE OFFICE
+1 (954) 522 2628

BUSINESS DEVELOPMENT EXECUTIVE	Steven Sumlin
SALES EXECUTIVE	Claudia Sanchez
OFFICE MANAGER	Lauren Cerrito

LONDON OFFICE
+44 (0) 20 8545 9330

CHIEF STRATEGY/PARTNERSHIPS OFFICER	Charlotte Harris
COMMERCIAL DIRECTOR	Luca Vasile
COMMERCIAL DIRECTOR, NEW BUSINESS, EVENTS & LUXURY	Harry Warburton
ACCOUNT DIRECTORS, LUXURY & MARINE	Leonardo Careddu, Jane Smith
ACCOUNT MANAGER	George Tsigris
SALES EXECUTIVES	Charlie Kitching, Hamilton Kavanagh
OFFICE ADMINISTRATION MANAGER	Hannah Wood
SENIOR ART DIRECTOR, COMMERCIAL & EVENTS	Mark Gillman
SENIOR ART DIRECTOR, EVENTS	Jamie Kneale

DIGITAL OPERATIONS

PERFORMANCE MANAGER	Jenny McGowan-Downey
PROJECT EXECUTIVE	Izzi Marfe
LISTINGS ASSISTANT	Jacob Walker

DATA DIVISION – BOAT PRO

COMMERCIAL DIRECTOR	Heather Parkman
CLIENT SERVICE MANAGER	Tom Foy
ACCOUNT MANAGER	Louise De New
ACCOUNT MANAGER, NEW BUSINESS	Otto Allwood

INTERNATIONAL REPRESENTATIVE

MILAN Angelo Careddu
+39 02 87 45 43

BOAT INTERNATIONAL US EDITION
1800 SE 10TH AVENUE, SUITE 200,
FORT LAUDERDALE, FL 33316
+1 (954) 522-2628
reception@boatinternationalmedia.com

SISTER PUBLICATIONS: BOAT INTERNATIONAL • DOCKWALK • BOAT INTERNATIONAL TURKEY • ANNUALS: THE SUPERYACHTS • SUPERYACHT INTERIORS • SUPERPORTS

BOAT International US Edition (ISSN 2572-505X) is published monthly by BOAT International Media, Inc. Periodical postage paid at Ft. Lauderdale, FL and additional mailing offices. POSTMASTER: send address changes to BOAT International US Edition, PO Box 28, Congers, NY 10920. Subscriptions department: *BOAT International US Edition*, PO Box 28, Congers NY 10920 USA,+1-866-213-4676 (toll free) +1-845-267-3036 (direct), BoatUS@cambeywest.com. Return undeliverable Canadian addresses to *BOAT International US Edition*, PO Box 503, RPO West Beaver Creek, Richmond Hill, ON L4B 4R6, Canada. Content presented under the "BOAT Presents" logo is an advertising feature and Boat International Media Limited has been paid to include this content. BOAT International Media is an Informa Group company.

CREATIVE AGENCY b.creative@boatinternationalmedia.com +44 (0) 20 8545 9330

CLX 96

**New Perspectives.
New Sensations.**

With innovation, style and comfort, the award-winning CLX96 is the luxury performance yacht every modern explorer is waiting for. Her striking profile, sophisticated open-plan interior and expansive outdoor spaces offer a seamless connection with nature and elevate the yachting experience to uncharted levels of luxury.

Come on board and experience CLX96 at the
Discover Boating Miami International Boat Show, Feb 12 - 16.

CL YACHTS

explore more **clyachts.com #clyachts**

Welcome home.
Bitter End's Beach Bungalows are back.
BITTER END
YACHT CLUB
NORTH SOUND, VIRGIN GORDA

BOAT
boatinternational.com
/podcasts

>> Hobnobbing in Miami a few days before writing these words, I saw the largest concentration of yachts above 164 feet outside of the Monaco Yacht Show. In the middle of it all, the new Explora was showing off, a ship the cruise line MSC says offers an experience akin to a private yacht. It seems like a bit of a stretch; it towered over the Feadship *Viva*, by no means a small vessel at 308 feet. What drew so many big yachts there, aside from the legendary Florida winter weather, were Art Basel and Design Miami. I dipped a toe in, enjoying the galleries, sipping free-flowing champagne, and, I was told, narrowly missing Queen Noor of Jordan – no doubt absorbed as I was in the contemplation of a piece of furniture mimicking the cracked earth of a water-starved Australian Outback. One of the most interesting talks was art-adjacent; it was about a solar-powered catamaran that combines design great Yves Béhar's love for the sea and quest for sustainability. The solar cat Solsea is still a concept, but the drive is there to see it through with Italian builder Rossinavi. While Solsea grabbed the headlines at Design Miami, in Italy, during Salone a few months ago, the headline-maker was another eco-minded boat, the Seadeck 6. You can find out more about it on page 102. Don't get me wrong, I love big boats, but occasionally it's sure nice to look at the creativity happening in the smaller end of the market.

Cécile Gauert

boatinternational
@boatint
@boatinternational
boatinternational
@boatinternational
boatinternational
BOAT
International Media

PHOTOGRAPHY: RICARDO MEJIA

Katia Damborsky

Based in the South of France, *BOAT International*'s superyachts editor Katia has been writing about the world's best boats for seven years. For this issue, she gets the story behind *Seawolf X*, the catamaran that turned heads at the Monaco Yacht Show (*page 112*)

What impressed you most about *Seawolf X*?
I liked the marble basin in the bathroom, which is carved from a single slab of stone

If you owned her, where would you go first?
I think she'd be at home in the Bahamas or somewhere else tropical. Show the world what a modern catamaran looks like!

What, in your opinion, is the most exciting trend in the superyacht world now?
We're making some truly groundbreaking steps in the eco arena — you can look at *Seawolf X* as a good example, but I can't recall a recent issue of *BOAT* where there wasn't some new sustainability breakthrough featured on a yacht

The strangest thing a yacht owner has ever said to you?
One owner I interviewed recently told me he's broken his neck five separate times. Now that I think about it, a lot of owners have had multiple near-death experiences!

Giovanni Alberti

An award-winning illustrator from Trieste, Italy, Giovanni works in both editorial and fine art printing. His work has been recognized multiple times by American Illustration. For this issue, he brings our guide to superyacht etiquette to life (*page 106*).

How would you describe your illustration style?
I think my style is linked to realism, but I try to give the scenes described a timeless character. I work mainly with ink on paper and with color in digital

What is your favorite type of illustration to work on?
I enjoy working with editorial text; in general I am interested in pieces that have something to do with literature

Which other artists — past or present — inspire you?
I have always admired the sculptor Alberto Giacometti. In illustration, I admire the legendary Quentin Blake. But there are so many artists I love...

Where was the last place you went on vacation?
With my beloved family in South Tyrol, an Italian region that lies on the border with Austria and Switzerland. It's absolutely beautiful there — all fairytale mountains and valleys with a magnetic beauty

Giovanni Malgarini

A photographer and journalist with 20-plus years of experience, Giovanni specializes in yachting, design and portraits. For this issue, he shot *Seawolf X* (*page 112*).

Did the *Seawolf X* shoot present any challenges?
It was the first time I photographed a catamaran of that size. As it is a Rossinavi, I was sure I would find high-level design elements. I just had to familiarize myself with shapes and dimensions. The creative inspiration helped me a lot

Do you have a favorite subject to shoot?
Working for magazines in the nautical sector, I have had the good fortune to portray many designers, such as Nuvolari and Lenard, Francesco Paszkowski, Giorgio Cassetta and m2atelier

If you could photograph anything in the world, what would it be?
I really enjoy working on commissions, in the sense that I like to be the person who is able to translate customers' requests into images. I enjoy the challenge, rather than remaining in my comfort zone

What do you do in your spare time?
I ski every day I can in the winter

Sam Fortescue

Sam is a sailor and writer who covers every element of boating, from toys to tech, dinghies to superyachts. For this issue he brings us news from the 40 to 80ft market and gets on board the wallywhy100 and Zeelander 8 (*from page 83*).

Which new 40/80 boat would you most like for yourself?
I'm a sailor, so it's a no-brainer: Baltic's Café Racer 80. Speed around the track and huge daily mileage on a cruise, along with superb comfort below

Where would you sail to in it and what would you do there?
I would keep the boat in her native Scandinavia, cruising the west coast of Finland, then shaping a course for north of Norway and the Lofoten Islands. I might aim to take in the Silverrudder Challenge around southern Denmark on my way home

You hairiest moment at sea?
Losing my footing on deck and finding myself swinging out on the boom on an Atlantic crossing. I got drenched by a wave and there was a fearful explosion, which turned out to be my life jacket deploying. I was, at least, hooked on

Last book you read?
I've just read George Monbiot's *Regenesis*, which makes you think twice about enjoying a nice steak!

JUST LIKE
HOME.

ferretti-yachts.com

FERRETTIYACHTS

FERRETTI GROUP AMERICA
1445 SE 16th Street,
Fort Lauderdale, Florida, 33316
salesusa@ferrettigroup.com
ferrettigroupamerica.com

INFYNITO 80 | INFYNITO 90
FLYBRIDGE 500 | 580 | 670 | 720 | 780 | 860 | 940 | 1000

JAFFA&CO

Superyacht & Aviation Lawyers

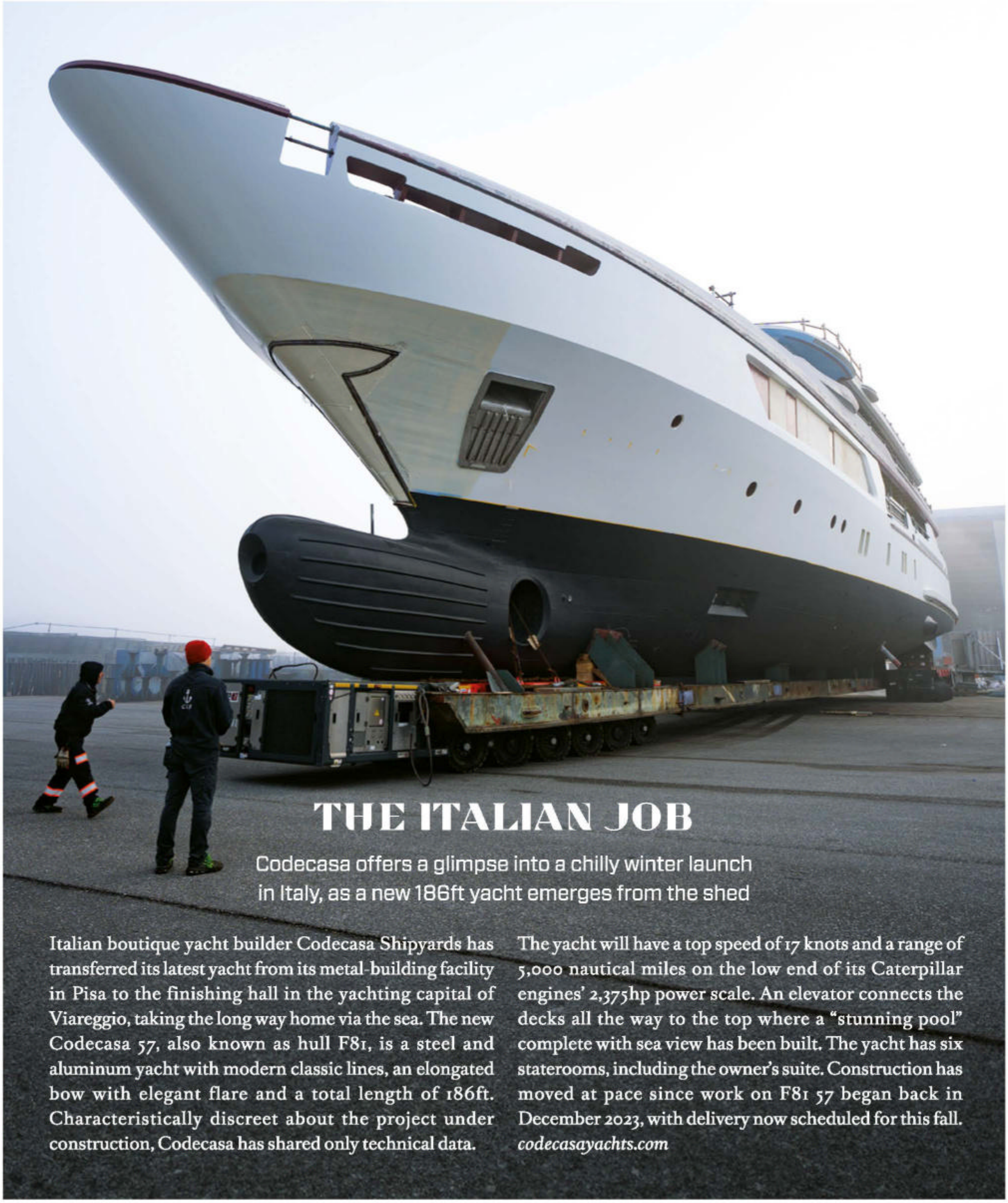
We've arrived. You may have heard of us. In 2023 we took care of $3bn+ of assets. And while we were pleased to be recognised as Europe's leading superyacht law firm, we wanted to offer more. So here we are. At your service. America's newest superyacht law firm and the only specialists with offices in the US and Europe. Whether you are buying, selling or building a new superyacht, call us today on 954-215-2332 and see for yourself why clients come back to us time and again. (It starts with our 30 minute response time guarantee.)

EXPERT LEGAL ADVICE | AWARD WINNING | RESPECTED GLOBALLY

www.Jaffa-Co.com Contact@Jaffa-Co.com

On Board

REVEALING THE LATEST NEWS, TRENDS AND TECH



PHOTOGRAPHY: COURTESY OF CODECASA

THE ITALIAN JOB

Codecasa offers a glimpse into a chilly winter launch in Italy, as a new 186ft yacht emerges from the shed

Italian boutique yacht builder Codecasa Shipyards has transferred its latest yacht from its metal-building facility in Pisa to the finishing hall in the yachting capital of Viareggio, taking the long way home via the sea. The new Codecasa 57, also known as hull F81, is a steel and aluminum yacht with modern classic lines, an elongated bow with elegant flare and a total length of 186ft. Characteristically discreet about the project under construction, Codecasa has shared only technical data. The yacht will have a top speed of 17 knots and a range of 5,000 nautical miles on the low end of its Caterpillar engines' 2,375hp power scale. An elevator connects the decks all the way to the top where a "stunning pool" complete with sea view has been built. The yacht has six staterooms, including the owner's suite. Construction has moved at pace since work on F81 57 began back in December 2023, with delivery now scheduled for this fall. *codecasayachts.com*

NEWS

Beach club designs to inspire / remarkable restorations of two historic yachts / the Miami boat show's biggest offerings / fossil-fuel-free Feadship for sale

New Dragonfly heads for warmer climes

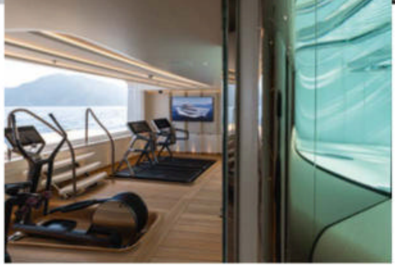
Lürssen's latest delivery, the 457ft, 900GT *Dragonfly*, left Germany in early December. With features reminiscent of the 279ft *Pacific X* (built in 2010), the much larger *Dragonfly* features "timeless appeal" by Germán Frers and an interior by Nauta Design, which the design house's founder Mario Pedol says combines "great views with a subtle balance of refined elegance." On the business side, the yacht boasts diesel-electric propulsion with an electric Azimuth pod drive, a double platform system at the stern to create a beach club, a glass-bottom pool on the main deck, a spa, a helicopter hangar and a deck dedicated to business. *Dragonfly*, which has joined the Y.CO fleet of managed yachts but is not currently available for charter, is the fourth custom project Lürssen delivered last year, making a total length of 1,591ft of yachts that the German yard added to the fleet last year. *lurssen.com*

Fiber Class

Benetti has launched its largest fiberglass yacht to date, named *Juno's 7*. She is the first in the yard's renewed Class 44M series (announced at FLIBS in 2023) and attracted a buyer days after Benetti released the design by its long-time collaborator Cassetta Yacht Designers. The interior design over four decks uses eco-focused materials, such as resin (instead of marbles in the bathrooms) and woods such as antique elm and striped ash. Two MAN engines deliver a top speed of 15 knots and a range of 4,100 nautical miles at 11 knots. *benettiyachts.com*

Eco news

Lloyd's Register has given the nod to Dutch superyacht builder Royal Huisman to use hydrogen in a fuel cell system for sailing yachts it's been developing. The systems includes high-pressure hydrogen bottles and a 100kW fuel cell. *royalhuisman.com*



The amenity-rich *Alvia* is ready for guests. For more new charter yachts, turn to page 34

The epicurean's choice

Spotted in Miami in December aglow with golden light, the 248ft RWD-designed *Alvia*, built by Feadship, has joined the charter market with Burgess as a brand-new yacht (her owners took delivery in April 2024). The range of amenities is impressive, from an outdoor gym, 21ft pool and games deck to a wine cellar, sauna and indoor cinema. *burgessyachts.com*

SPOTLIGHT NEW TO THE MARKET

Listings by NICK JEFFERY

ADAMAS V

€15,500,000

Built in 1987 as *Al Menwar* for the Emir of Qatar, the 214ft yacht had a multi-million-dollar refit in 2023, supervised by Giorgio Vafiadis. **Fraser** notes her 1,400-square-foot master.

SILVER DREAM

€6,250,000

Listed by **Burgess**, the iconic Ed Dubois-designed 144ft Warren Yachts, launched in 2001, sports a serene interior by Sam Sorgiovanni and Thomas Hamel.

DIONE STAR

€4,850,000

The 143ft world-cruising ketch was built in 1990 by Friesland to a design by Diana Yacht Design with an interior by Antonio Bettuelli and Mario Pedol. She's listed by **Fraser**.

FELICITA

€38,000,000

To be delivered in July 2025, the 164ft Mangusta Oceano has a beach club opening on three sides. **Moran Yacht & Ship** enthuses about a gym, pool and open-air cinema.

DOMANI

€23,000,000

Edmiston brokers suggest you buy this 2016 148ft Benetti today, and enjoy her Galeazzi interior while cruising Cancun tomorrow. She's set up for indoor-outdoor living.

PHOTOGRAPHY: KLAUS JORDAN; GIULIANO SARGENTINI; BLUEIPROD

>>

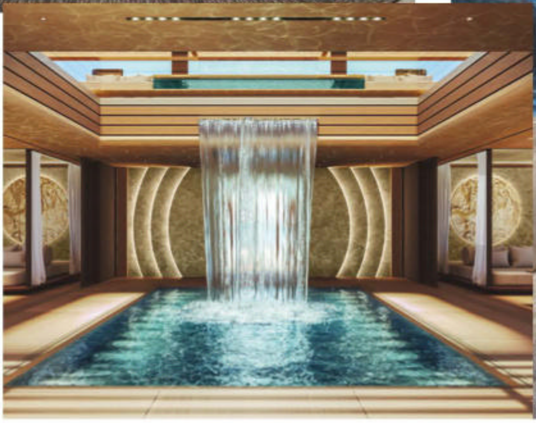
STUDIO LIAIGRE
"Contemporary and dynamic everyday lifestyle"

Variations on a beach club

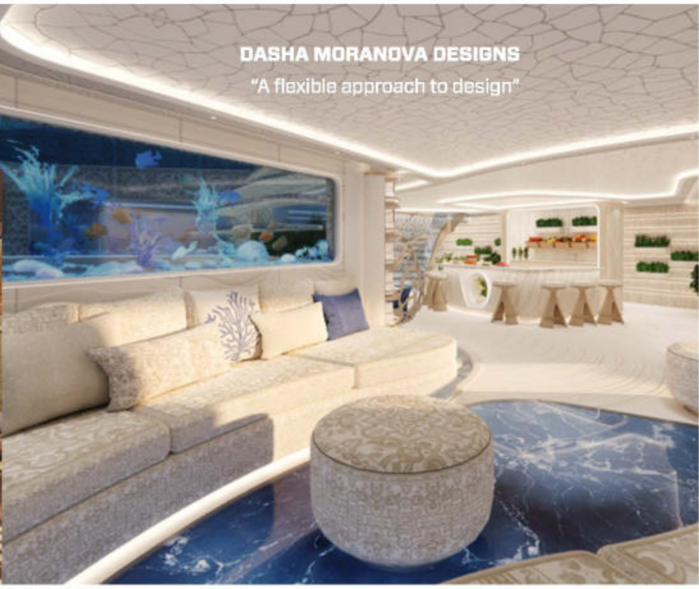
Interior design was the focus of the latest "Simply Custom" concept release from Oceanco at the Fort Lauderdale International Boat Show, where the Dutch builder revealed five inspirations from some of the world's leading designers for yacht concepts from 262ft in length. *builtbyoceanco.com*

▲ **ZURETTI DESIGN** "Organic shapes and natural materials"

▲ **BURDIFILEK**
"A handsome, powerful and confident design language"



▶ **LUCA DINI DESIGN & ARCHITECTURE**
"A beach club on two levels"



DASHA MORANOVA DESIGNS
"A flexible approach to design"

$1.34 billion **The estimated annual economic impact of the February boat shows in Miami (now combined into one)**

2025 World Superyacht Awards

The 20th edition of the World Superyacht Awards, in association with Acquera Club and The Italian Sea Group, will return to Venice May 2 to 3, 2025. A judging panel comprising current and former superyacht owners distinguishes these awards from all others. Tickets are available at *worldsuperyachtawards.com*

Fueling the future

New images emerged of Project 821, the world's first yacht with hydrogen fuel cells to be floated, a 390ft yacht that can generate enough electricity to support all onboard electric needs and fossil fuel-free coastal navigation. It's also the largest motor yacht to launch in the Netherlands and one of the most technically advanced. This breakthrough project is on the market with Edmiston at an undisclosed price. *feadship.nl*

Let's go

Sanlorenzo has floated the first SD132 (as in semi-displacement) named *Andiamo*. With an impressive volume of 420GT, the yacht features an asymmetric exterior and interior design by Zuccon International Project. A garage and vast sundeck are among its attractive features. *sanlorenzoyacht.com*

SPOTLIGHT SERIOUSLY FOR SALE

BARTALI

€16,700,000

Moravia Yachting and **Merle Wood & Associates** have taken €3,100,000 off the price of this 2016 diesel-electric 154ft Wider. She sports a fold-out owner's cabin balcony.

MY LEGACY

€36,000,000

Burgess has knocked €3,950,000 off this 2021 183ft Codecasa, which contains a rich and highly detailed interior by Tommaso Spadolini, including an elevator.

SPIRIT OF MALOUEN X

€6,900,000

The 107ft Wally is designed by Judel-Vrolijk, Monk Design and Design Unlimited. **Bernard Gallay Yacht Brokerage** has reduced her asking price by €1,300,000.

GRAN FINALE

$11,950,000

Burgess has made a $2,000,000 price drop on the 2002 147ft Delta. Designed in-house with Espinosa Yacht Design, the yacht has had one owner for 22 years.

NADAN

$19,900,000

Elegant Bruce King lines complementing an art deco interior by Ken Freivokh make this 2009 151ft Burger a unique buy. **Edmiston** has reduced her price by €2,600,000.

PHOTOGRAPHY: FEADSHIP

>>

History afloat

The 1938 385ft *Galeb* has emerged from a five-year rebuild in Croatia, where she will now operate as a "floating museum" in the city of Rijeka. Built originally in Genoa as a commercial transport vessel, she was used for many years by Josip Broz Tito, the late president of the former Yugoslavia, and later as a Navy training ship. She also belonged for a time to the former owner of *Christina O*, Greek billionaire John Paul Papanicolaou, who intended on refitting her, a project he abandoned. ***rijeka.hr***

The 1937 boat is an icon of American literature

On the much smaller side, the 1937 77ft wooden *Western Flyer* seiner, memorialized by writer John Steinbeck in his *The Log from the Sea of Cortez*, is plying the seas again after a seven-year restoration undertaken by the Port Townsend Shipwrights Co-Op. Her remarkable resurrection after sinking several times is due in no small measure to Steinbeck devotee John Gregg and the foundation he set up. A short film about the refit – which installed hybrid electric propulsion – narrated by actor Nick Offerman recently received an award. Fundraising to support the *Western Flyer*'s educational and research mission is ongoing. ***westernflyer.org***

Miami's main attraction

The Discover Boating Miami International Boat Show is back with six locations this year, spanning several miles from Miami Beach to downtown Miami, February 12 to 16. Part of the experience is SuperYacht Miami at Yacht Haven Grande Miami marina (formerly known as Island Gardens), where the largest and most luxurious yachts (brokerage or new) will be on display. Admission to SuperYacht Miami (which does not guarantee boarding) is $135 per adult per day Thursday through Sunday, and $160 for Wednesday, February 12 ("preview day"). The price includes general admission and water taxi service to and from the marina. *miamiboatshow.com*

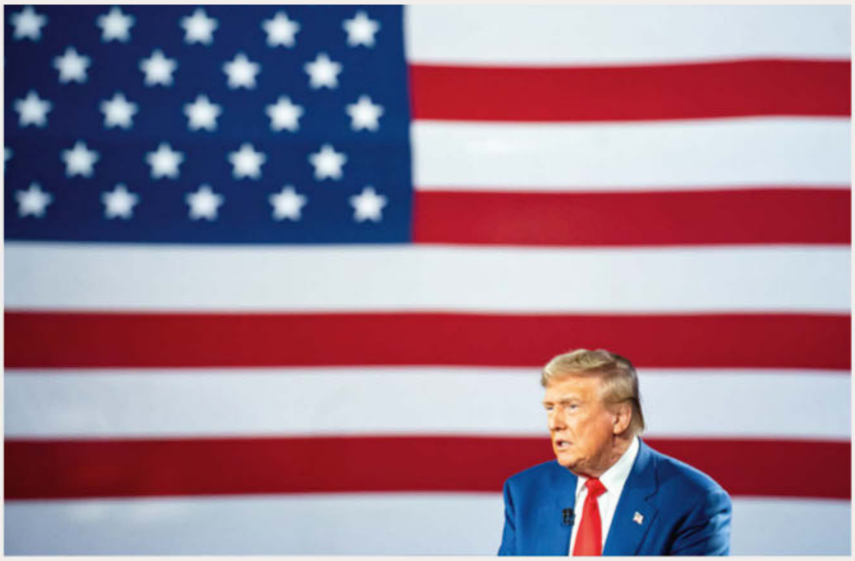
» *POWER MOVE: Arrowbolt Propulsion Systems, a British company specializing in electric propulsion technology, is now a majority shareholder of Fairline, acquired from Hanover Investors in December.* **«**

Big cat moves

Two Oceans, represented in the US by HMY Yachts Sales, has launched a full-custom, 87ft catamaran named *Amavi* at its facility in Cape Town. Long-time collaborator Du Toit Yacht Design gave the yacht four levels of "extravagance," including a private owner's deck, ocean views from any angle and a "nap station." ***2oceans.co.za***

The power cat is designed to go long distances in comfort

PHOTOGRAPHY: SLIM AARONS/GETTY IMAGES; THE CITY OF RIJEKA; TWO OCEANS MARINE MANUFACTURING



Many hope Trump's tax cuts will boost yacht sales

Will the industry win top Trump's?

As US president-elect Donald Trump returns to the White House, *Gabrielle Lazaridis* examines how his policies may affect the superyacht market

The yachting community's response to Donald Trump returning as the 47th US president has been mixed as shipyards, brokers and industry players speculate on how his policy adjustments might affect their businesses. Many expect Trump will extend several provisions in the Tax Cuts and Jobs Act of 2017 (TCJA) beyond its 2025 expiration date as well as implement a series of targeted tax breaks, promising greater wealth and higher economic output in the long run.

Raphael Sauleau, CEO of IYC, is optimistic that the proposed tax cuts will lead to more spending in luxury sectors. "This could be a boost for the industry, as greater purchasing power often translates to more investment in high-value assets like superyachts," he says. "If we combine this with the likelihood of the bonus depreciation policy renewal, then I strongly believe that we will see a boost in sales across all segments."

BOATPro data shows yacht sales on the brokerage market (79ft and above) jumped from €2.59 billion in 2016 to €3.01 billion in 2017 – the same year the TCJA was brought into effect – though it is difficult to say with certainty what caused the uptick.

€3.01bn

Yacht sales in 2017, up 16% over 2016

Brokerage market insights

>> Every business is different – and that's why BOATPro can be tailored to suit your needs. Our combination of ready-made reporting and customization means that you can use our data to build the reports you need. Get in touch with us to see how we can help you.

According to Henry Smith, a partner and yacht broker at Cecil Wright, the industry is now primed for an upswing after an unusually slow off-season. "Given that 60 percent of the market is governed by US buyers, I think a lot of people were holding off doing anything until we knew the outcome of this election. Now that we know, I'm rather expecting there will be a flurry of activity into the next couple of [fiscal] quarters."

At the opposite end of the spectrum are concerns that Trump will re-enact tariffs meant to boost US production, which could result in greater costs to the consumer. "Depending on how they are structured, tariffs may increase the cost of imported materials or affect international yacht sales, creating potential hurdles for mainly builders," Sauleau says. "Higher costs might decrease the appetite for new builds and impact pricing, which could deter some buyers."

"At the end of the day, trade is a business decision," says Steve Taddie, a director and chief economist at HoyleCohen Wealth Management. "If demand in the industry remained constant and the economics of product substitution took effect, one would expect non-US manufacturers would have gotten a sales boost during the period US exports dropped. The memory of such impacts should temper future trade decisions by the incoming administration." ◻

[redacted]

Last issue's Global Order Book coverage showed an incorrect figure for The Italian Sea Group's average length of yachts in construction. Visit boatinternational.com/boat-pro/global-order-book to see the corrected stats

PHOTOGRAPHY: NATHAN MORRIS/NURPHOTO VIA GETTY IMAGE; COURTESY OF DELTA MARINE

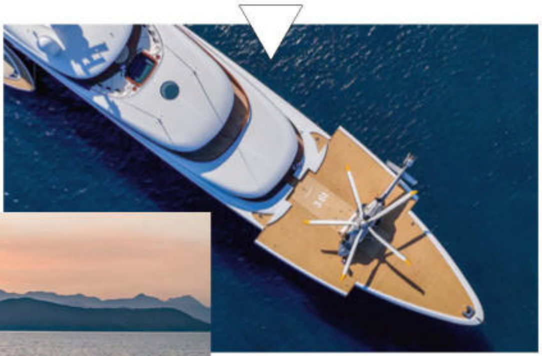
BOAT PRO FIND OUT MORE: BOATINT.COM/BOATPRO
SCAN ME

ON BOARD Edit

NEW TO CHARTER IN 2025

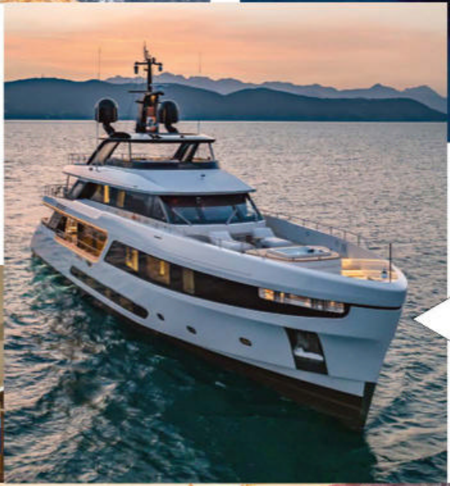
SOPHIA

Sophia, a 317ft Feadship, was made to turn heads. From the chic cinema designed to reflect a Bentley interior and the private owner's foredeck with a firepit, to the games deck configured for workouts, paddle, basketball or football, entertainment is key. There's also a wellness center, helipad, and baby grand piano for live performances. *From $1,800,000/week, edmiston.com*



ANJELIF

This 164ft hybrid Columbus was custom built for a tech-savvy owner. It's evident in the heated counter-current pool, the beach club with a central transformer and fold-down lateral platform and the two onboard air sanitizers. The owner's suite enjoys a window-edge jacuzzi, large mosaic hammam and a private infrared sauna. *From $348,900/week, fraseryachts.com*



DAWO

This 121ft Motopanfilo will hit the charter market as soon as it delivers in March 2025. This reimagined model celebrates Benetti's heritage, with an interior that features Loro Piana fabrics, a nod to the nautical, and a stylish master with a walk-through shower in the ensuite. *From $178,000 week, camperandnicholsons.com*

ALFA NERO

Following a two-year hiatus and a rapid refit, the award-winning 269ft makes her charter comeback in 2025. Highlights include the famous infinity lap pool, a pop art-inspired interior by Alberto Pinto (including works by Lichtenstein and Murakami), a wealth of wood and marble, and an upper deck gym with an onboard therapist. *From $812,500/week, northropandjohnson.com*

POLESTAR

Head to far-flung lands in 2025 aboard explorer yacht *POLESTAR*. An impressive 3,000nm range and an ice-classed hull bring the adventure, while a treasure trove of a toy chest – including a 32ft Rossinavi limo tender – a cinema, jacuzzi and beach club take fun and pampering to the poles. *From $761,400/week, cecilwright.com*

WORDS JULIA ZALTZMAN

PHOTOGRAPHY: STUDIO ILLUME/QUIN BISSET; EDMISTON; FRASER YACHTS

THE RHYTHM OF LIFE

Currently in build for experienced hands-on owners, everything from the waterline up on this delightful 35-metre all-aluminium tri-deck superyacht has been custom-designed by Guido de Groot. A rich focus on outdoor leisure spaces, including a large swimming platform, is incorporated within an elegant explorer-like look. Safety is at a premium in this multi-generation family yacht with high bulwarks on the side decks, and smart colour separations instead of open railings. The rhythmic lines, complex surfaces and sculptural elements will be as relaxing to the eye as the lifestyle onboard.

VAN DER VALK
CUSTOM

Contact our experience center +31 (0)416 651 562, Waalwijk, the Netherlands | Find out more at vandervalkshipyard.com

SUNTEX MARINAS®

YOUR PLACE IN THE SUN

CHART YOUR COURSE TO

Unrivaled Service & Amenities

LIBERTY LANDING MARINA, NEW JERSEY

TIDEWATER YACHT MARINA, VIRGINIA

BAHIA MAR, FLORIDA

FEATURED MARINA ABOVE: MIAMI BEACH MARINA, FLORIDA

Elevate your yachting experience with our world-class service and staff. Our marinas provide extensive amenities, including gyms, pools, waterfront restaurants, vibrant nightlife, and exclusive captain and crew lounges. Many of our coastal marinas are just steps from the beach, and are a U.S. Customs Port of Entry. Two are designated Foreign-Trade Zones.*

To learn more visit
suntexsuperyachts.com

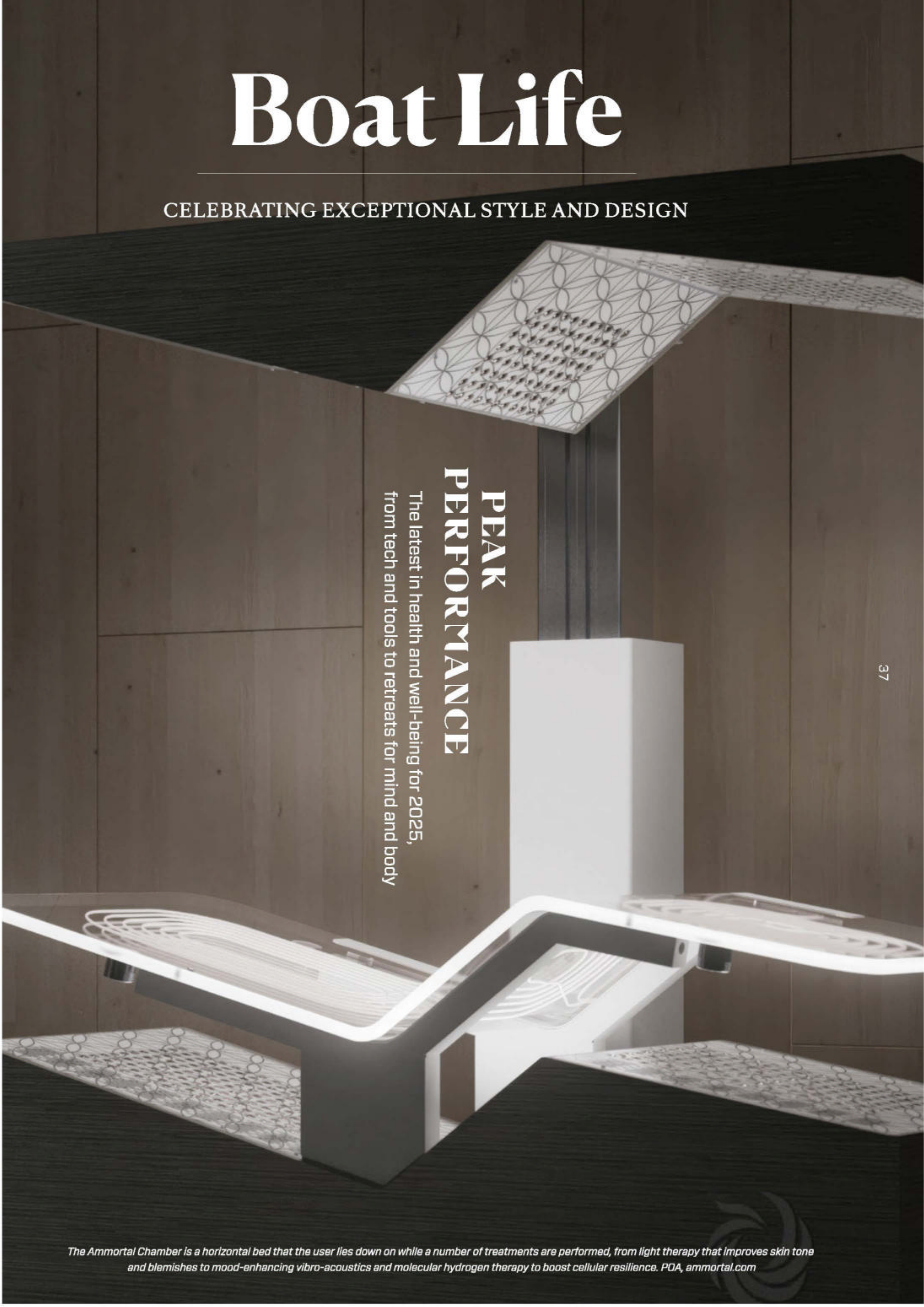
*Amenities vary by marina. Please check with the individual marina to confirm onsite amenities.

Boat Life

CELEBRATING EXCEPTIONAL STYLE AND DESIGN

PEAK PERFORMANCE

The latest in health and well-being for 2025, from tech and tools to retreats for mind and body



The Ammortal Chamber is a horizontal bed that the user lies down on while a number of treatments are performed, from light therapy that improves skin tone and blemishes to mood-enhancing vibro-acoustics and molecular hydrogen therapy to boost cellular resilience. POA, ammortal.com

EDITED BY Belle Rice

THE AGENDA

Your inside guide to the hottest tickets around the world this month. By *Belle Rice*

FEB 13-18

THE PALM BEACH SHOW

Also known as the Palm Beach Jewelry, Art and Antique Show, this annual showcase takes over the Convention Center for Presidents' Day Weekend with a host of brands, galleries and auction houses. Luxury rug makers, antiques sellers, artists and sculptors will all be showing their wares.
palmbeachshow.com

FEB

SALTERRA

Just in time for American Airlines' new direct flights from the US, Salterra prepares to up the ante in Turks and Caicos' luxury hotel offerings. The first opening on South Caicos, it promises more than 3,000ft of untouched white sand and six unique dining options to match its 100 guest rooms and suites.
salterra.com

FEB 2025

22 BISHOPSGATE

Gordon Ramsay takes over London's tallest office building with five new culinary experiences in February, including Lucky Cat on Level 60, which will become the city's highest restaurant and offer 360-degree views of the skyline.
gordonramsayrestaurants.com

ILLUSTRATION
KATE MILLER

FEB 21–22

VISIT QATAR E1 DOHA GP

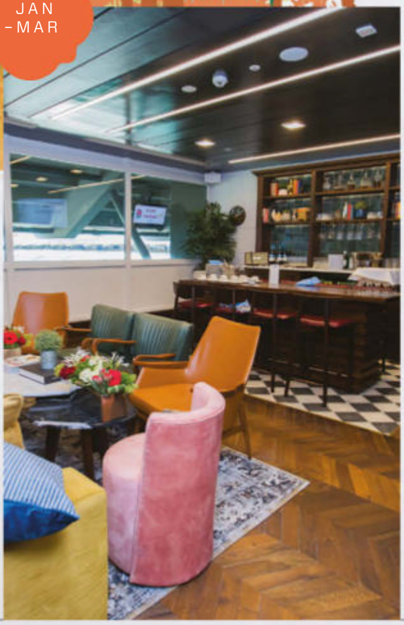
The world's first all-electric powerboat racing tournament takes to Doha for the second E1 race of the year, with a track running around the Corinthia Yacht Club on The Pearl Island. Nine teams comprised of international competitors will be on the water in their RaceBirds, crafted with advanced electric propulsion systems and foiling technology. *e1series.com*

FEB 21–22

THE ICE ST MORITZ

Prestige cars take to the frozen Lake St Moritz for the Concours of Elegance, a car race that showcases vintage and contemporary automobiles. A mixture of gear-heads, industry figures and recognizable faces mingle on the sidelines and in the VIP area, so get your tickets early to ensure you're in on the action. *theicestmoritz.ch*

JAN –MAR



SIX NATIONS RUGBY

Kicking off in late January, the annual tournament between England, Ireland, Scotland, Wales, Italy and France takes place across each country's biggest stadiums. Sponsored by Breitling, the best tickets in the house at Twickenham are the Private Suites, with four-course dining and a complimentary bar available before the match gets going. *sixnationsrugby.com*

FEB 24 –MAR 23

USPA GOLD CUP

Both the second 22-goal tournament of the Florida high-goal season and the second leg of the Gauntlet of Polo (a three-month competition comprising three major championships), the USPA Gold Cup features nine teams competing for the title across four weeks at the National Polo Center in Wellington, Florida. *uspolo.org*

PHOTOGRAPHY: GLOBAL POLO ENTERTAINMENT/
AGUSTINA FONDA; E1: CHRISTOPHER FAY; COURTESY OF
SALTERRA; NICOLA FORNACIARI, COURTESY THE I.C.E.;
LLOYD IMAGES; BLACK EDGE PRODUCTIONS

Joy rider

Simon de Burton takes the serotonin-inducing Morgan Plus Four for a spin

Blending classic design with modern engineering, the car has an ash wood frame that's been a Morgan hallmark for more than 110 years

What's the healthiest new car on the market? On the basis that it has been clinically proven that smiling lowers blood pressure, adrenaline gives you energy and a digital detox reduces stress, the healthiest currently available might just be one that's been around for 75 years: Morgan's endlessly charming Plus Four. To test this theory, we piloted the latest on an epic 1,200-mile drive from Morgan's UK headquarters in Worcestershire, to the Scottish Highlands and back to take part in a car rally organized by the British countryside outfitter Campbell's of Beauly.

Despite being brand new, the Morgan blended seamlessly with the older classics – those included a Jaguar E-Type, a Triumph TR6 and a 1950s Land Rover – because the latest Plus Four looks more or less identical to the 1950 original.

But what lies beneath is very different. This latest version features a bonded aluminum platform and a zesty two-liter, turbocharged BMW engine matched to a slick, six-speed transmission that enables the quaint-looking Plus Four to hit 62 miles per hour from standstill in around five seconds and surge to a top speed of 149 miles per hour.

Blend that with Morgan's traditional, hand-built construction (the cockpit, doors and rear end are still supported by a wood frame hewn from ash), a welcome lack of tech – there's no touchscreen "infotainment" system, only a USB socket and Bluetooth – and the result is a car that puts the joy back into driving. Granted, luggage space is minimal (although Morgan will sell you an optional carrying rack to mount on the back) and you need to be fairly supple to get in and out. But once inside, the Plus Four is comfortable with lots of legroom.

The seat bolsters are adjustable to personal preference by means of rubber bulbs that enable driver and passenger to pump them up with air, while the interior soon gets warm and cozy thanks to a heater that doesn't offer a fancy temperature display – just one knob to make it hotter or cooler and another to make the fan blow faster or slower.

Raising and lowering the roof is also a refreshingly manual operation that takes only a few seconds, with the car really coming into its own in the "down" position.

The Plus Four becomes the first of the Morgan's four-wheeled cars licensed for use in the US in 20 years, so now you can do that coast-to-coast road trip the "healthy" way... *morgan-motor.com*

Raising and lowering the roof is a refreshingly manual operation

SPECS

2025 MORGAN PLUS FOUR

Engine BMW 2.0-litre TwinPower Turbo, inline four-cylinder

Transmission six-speed manual; also available as an automatic in the US

Power 255hp at 5,500rpm

Torque 258lb/ft at 1,000 to 5,000rpm

Acceleration 0 to 62mph in 5.2 seconds

Top speed 149mph

Fuel consumption up to 50mpg

Price from $84,995

Palazzo Fiuggi Wellness Medical Retreat underwent a €30 million restoration and reopened in 2021. Below: the Roman-style Therme features saunas and Turkish baths

Fountain of life

Belle Rice explores what's new at the forefront of medical well-being at Palazzo Fiuggi

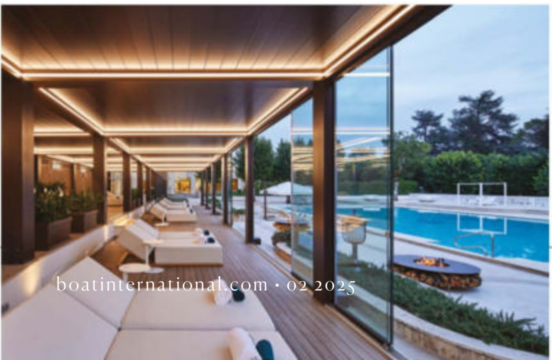
When a week's stay at the grand Palazzo Fiuggi in Italy clocks in at about $1,200 per night, you might be wondering what could persuade you to part with the best part of $10,000 (at the very minimum)? But while there may not be champagne on ice waiting for you in your suite or even a minibar stocked with luxury nibbles, there's good reason this striking art nouveau villa nestled atop a woodland hill has serious appeal for those seeking a fresh start, or even just some quiet time. The truth is, if you're searching for a lifestyle change, a therapeutic spell away from it all or the chance to explore medical treatments in the utmost privacy, this smart wellness resort ticks all the right boxes.

Located just an hour's drive from central Rome, the historic town of Fiuggi is home to natural springs, which have been celebrated for their healing powers for more than 600 years. The water has long been said to assist with lowering blood pressure, alongside wider issues with kidney stones and urology. A renowned center for wellness, the Palazzo isn't the only hotel here with healthy living at its core, but it's by far the most luxurious and thorough in its treatment approach.

One of the Palazzo's pillars is "food as medicine", and each guest is given a personalized nutrition plan devised by chef Heinz Beck (from the three-Michelin-star La Pergola in Rome) in accordance with their short- and long-term goals – with temptations such as alcohol and caffeine removed. Every guest works with the team on a personalized schedule around a key wellness aim, be it longevity, detox and weight management, restoration and balance or the medical and diagnostic side, which can include sleep recovery and a full body check-up. State-of-the-art facilities are available to use across the premises, including 30 treatment rooms, a movement lab with TechnoGym equipment and Icaros Virtual Reality machines, a Kineses Circuit 3D and a team of qualified PTs. There's also a chic Roman-style "Therme" with saunas and Turkish baths, an extensive spa offering highly specialized treatments including thalassotherapy with Fiuggi water for anti-inflammatory and detoxifying effects, a Psammo experience that uses the dry heat of quartz sand for muscle and joint pain, and plasma light therapy, which uses infrared technology to stimulate metabolism.

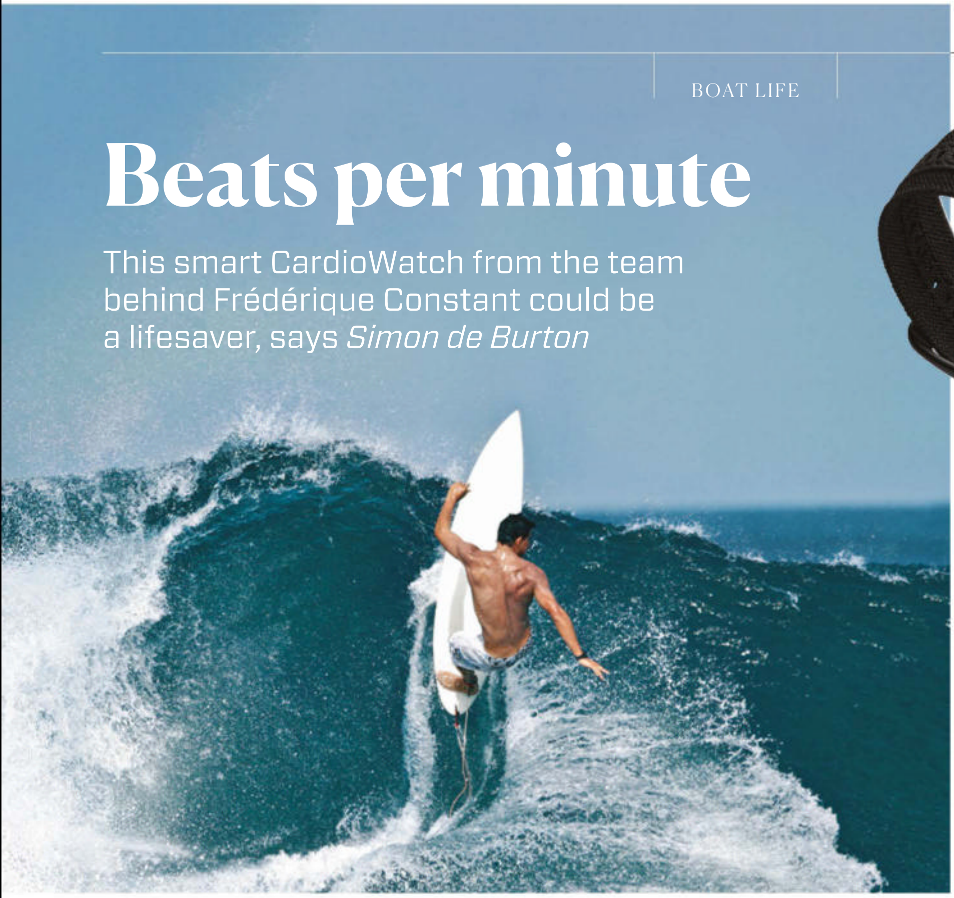
A renowned centre for wellness, the Palazzo is the most luxurious and thorough in its approach

Each protocol, therapy and treatment has been approved by the Palazzo's team of on-site doctors – there are 15 of them – with an array of specialties. The full-body check-up offers an extensive look at all anatomy aspects, and if anything is amiss, it can often be treated on site. There is also a popular aesthetics clinic where you can explore treatment options in privacy. Guests can also learn at the Heinz Beck cookery school, so you're able to put into practice the lifestyle changes you make during your stay long after you've left – the aim here is to change your living habits for a lifetime. So when it comes to crunching the numbers, from dollars and euros to pounds and kilograms, many would say, Palazzo Fiuggi is a sound return on your investment. *palazzofiuggi.com*



PHOTOGRAPHY: COURTESY OF MORGAN MOTOR COMPANY; TYSO SADLO

Sunreef Yachts
ULTIMA 111
A NEW EXPRESSION OF SIGNATURE STYLE
www.sunreef-yachts.com
DESIGNED IN COLLABORATION WITH PHATHOM STUDIO



Beats per minute

This smart CardioWatch from the team behind Frédérique Constant could be a lifesaver, says *Simon de Burton*

The Corsano bracelet's ergonomic design makes for a comfortable wear

Dutch couple Peter and Aletta Stas became something of a husband-and-wife phenomenon in the horological world when they set out to build a watch business from scratch, rather than by the more usual route of buying a dormant dial name and using its history as a marketing tool.

The pair established Frédérique Constant in Switzerland back in 1988 and majored on producing mechanical watches on the "affordable luxury" theme. The business developed so well that, in 2002, the couple did acquire an historic dial name, Alpina, which they brought back from obscurity with similar success – before striking a deal in 2016 to sell both companies to the Japanese giant Citizen.

The previous year, however, Frédérique Constant had created the first Swiss-made "Horological Smartwatch", a classical-looking timepiece that combined a traditional, analog dial with Bluetooth connectivity.

After the sale to Citizen, the couple continued to work with Frédérique Constant to develop the Horological Smartwatch platforms, eventually making watches that could accurately monitor the wearer's health.

Although Citizen decided it didn't want to pursue the idea, Mr and Mrs Stas were confident they could take it to a more advanced level, which would enable medical professionals and all watch users to use the smartwatch technology.

As a result, the couple founded Corsano Health in 2019. In the summer of 2024, the US Food and Drug Administration cleared its CardioWatch 287-2 for both private and professional use after testing and developing it through a series of more than 100 clinical trials held in 15 hospitals using more than 10,000 patients.

Unlike conventional smartwatches that provide data about pulse, breathing, temperature and so on, the Corsano product operates with both a mobile app and a web-based browser platform that, when used in Health Care Professional (HCP) mode, supplies additional accurate clinical data.

So while a conventional smartwatch might be able to give you an indication of how hard you've worked at the gym or how many steps you've walked in a day, the CardioWatch 287-2 is designed to continuously monitor vital sign data including pulse rate, oxygen saturation, skin temperature and respiratory rate and then transmit it, in encrypted form, to the HCP's secure server.

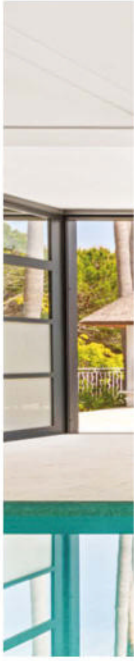
The device also monitors weight and blood pressure, enabling doctors to keep a remote eye on patients with existing or potential medical problems, while fit and healthy people can use it to keep themselves in top condition.

Perhaps the one drawback of the CardioWatch 287-2 is that it doesn't actually tell you the time. The "watch" aspect of the name simply refers to the fact that it's "watching over you." But now that double-wristing with a smartwatch on one arm and your favorite Rolex, Patek Philippe, Cartier or Audemars Piguet on the other has become commonplace, there's no reason not to do the same with this impressive device – it could even be a life-saver. *POA, corsano.com*

The device also monitors weight and blood pressure, enabling doctors to keep a remote eye on patients

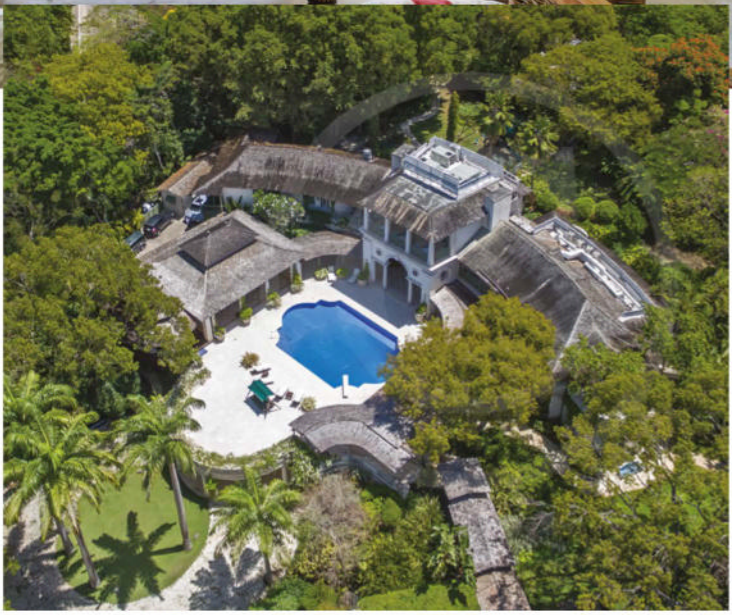
PHOTOGRAPHY: ADOBE STOCK; COURTESY OF CORSANO HEALTH

An outdoor entertainment area at Laughing Waters villa on the Sandy Lane Estate, Barbados. Below: an aerial view of the villa



Live well

Ruth Bloomfield gets the scoop on the latest fitness- and wellness-focused homes around the world



Once upon a time, an average high-end property buyer who enjoyed keeping fit would be content with a home with a swimming pool and space for a running machine and some weights.

But today, those demands seem positively antiquated – active buyers demand everything from a range of courts to running tracks, professional-standard high-tech gyms and maybe even access to an on-site polo club, private marina or championship golf course.

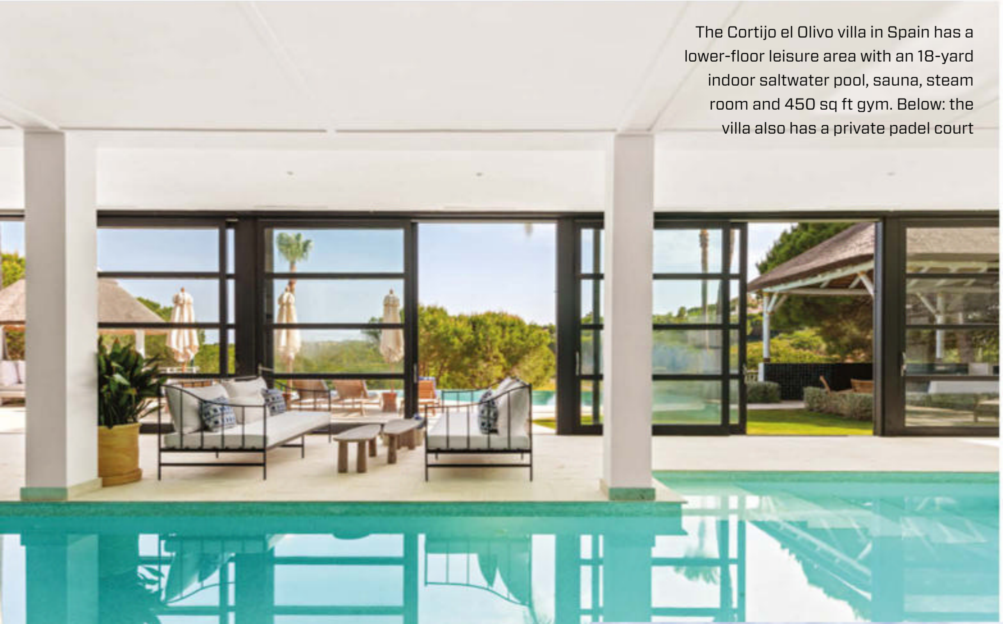
Diletta Giorgolo Spinola, head of residential at Italy Sotheby's International Realty, believes technology is the root of the change. Now, so many people work from home and have far more free time to fill up. "People working in finance in the 1980s and 90s were obsessed by being in the office," she says. "Now those people can run their business from home, they spend more time there and they want to be entertained in the privacy of their own home."

Chris Parra, owner and CEO of One Caribbean Estates, noticed buyers' fitness wish lists escalated during the pandemic. "It forced people to stay at home, and they reflected on their properties and lifestyles, on their work-life balance, in a completely different way," he says.

Experts agree that the key market for homes equipped with multiple sports facilities is families: middle-aged but active parents with tween and teenage kids keen on entertaining like-minded friends and becoming the heart of their social circle.

"You've got people who will run a group and have people over to play on a regular basis, as well as friends coming over all the time," Victoria Garrett, a director in Savills' Global Residential team, says.

PHOTOGRAPHY: COURTESY OF KNIGHT FRANK; COURTESY OF SAVILLS



The Cortijo el Olivo villa in Spain has a lower-floor leisure area with an 18-yard indoor saltwater pool, sauna, steam room and 450 sq ft gym. Below: the villa also has a private padel court

"And if you have something like a polo club on-site at a development, it is about community and being around like-minded people as well as the sport itself."

In Barbados, Parra said most buyers want a multi-generational winter home they will live in for several months per year, with visits from their extended family. They want to be able to access sports amenities suitable for all ages – golf courses for the older generation, jogging circuits, ball courts and state-of-the-art gyms for the younger crowd, plus fun games for the children.

Parra said his buyers will pay a premium of 10 to 15 percent for a house with multiple sporting options. "It is a statement home," he says. "Buyers are seeking a lifestyle."

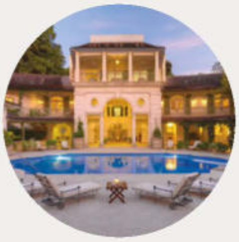
Giorgolo Spinola estimates the premium for a sport-equipped home in Italy is around 10 percent. "The luxury sector values privacy, and you don't get that even in a five-star hotel," she says. "They don't want to go to a gym and be with other people or share their pool. The wealthier you are, the more exclusive it becomes."

Buyers want to be able to access sports amenities suitable for all ages — golf courses, jogging circuits, ball courts and state-of-the-art gyms

The Verdura Resort in Sicily offers two 18-hole championship courses and a nine-hole executive course designed by Kyle Phillips

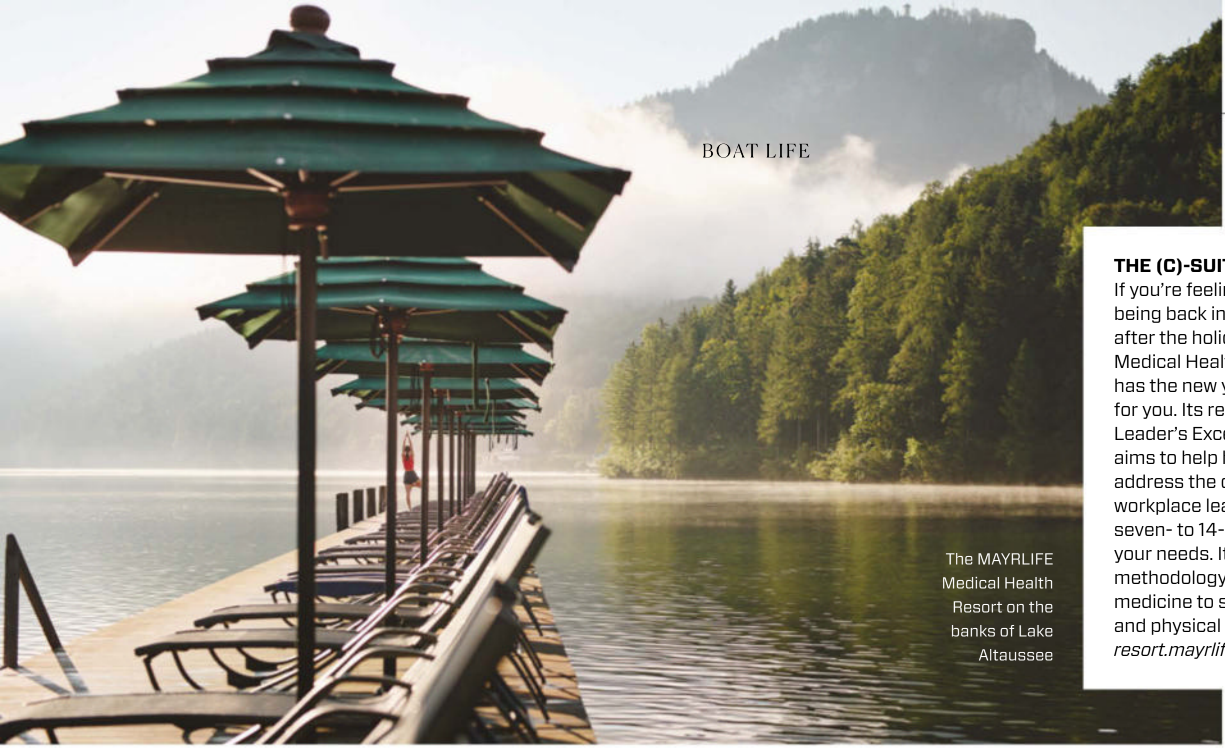
ON THE MARKET

SICILY, FROM €3,013,500
The Rocco Forte Private Villas enjoy sea views, a private beach, spa, thalassotherapy pools, tennis and padel courts, pools and two golf courses. Owners can ride horses, walk trails or mountain bike. Homes can be personalized with gyms and sports courts. *knightfrank.com*



BARBADOS, $55M
A 12-bedroom compound home on four acres with a pool and gym. Sandy Lane is among the best equipped Caribbean developments with three renowned golf courses, eight tennis courts (with a pro for lessons), two padel courts and a children's sports camp. *savills.com*

ANDALUSIA, €9.5M
The eight-bedroom Cortijo El Olivo villa overlooks one of the Sotogrande estate's golf courses. With outdoor terraces and a bar for entertaining, the villa has a padel court, pool, sauna, steam room and gym. A polo club, marina and tennis courts are part of the development. *savills.com*



The MAYRLIFE Medical Health Resort on the banks of Lake Altaussee

THE (C)-SUITE LIFE
If you're feeling the stress of being back in the boardroom after the holidays, the MAYRLIFE Medical Health Resort in Austria has the new year strategy for you. Its recently launched Leader's Excellence Program aims to help high achievers address the challenges of workplace leadership with a seven- to 14-day plan tailored to your needs. It blends scientific methodology with holistic medicine to strengthen mental and physical vitality. *Belle Rice. resort.mayrlife.com*

Power up

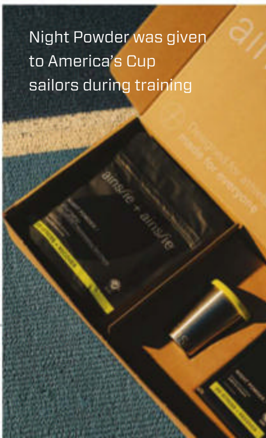
The latest treatments, products and health retreats for mind, body and soul

In the realm of competitive sports, sleep, recovery and immunity are vital pillars of success. These elements are equally important in everyday life, as disruptions to your sleep cycle can negatively affect mood, stress levels and overall energy. These factors were particularly significant for Ben and Georgie Ainslie in 2021 when they were training with 300 America's Cup team members to compete in the 36th edition of the sailing series. With so much at stake, maintaining good health was crucial, prompting the couple to develop a supplement that could give their team the best possible chance of victory.

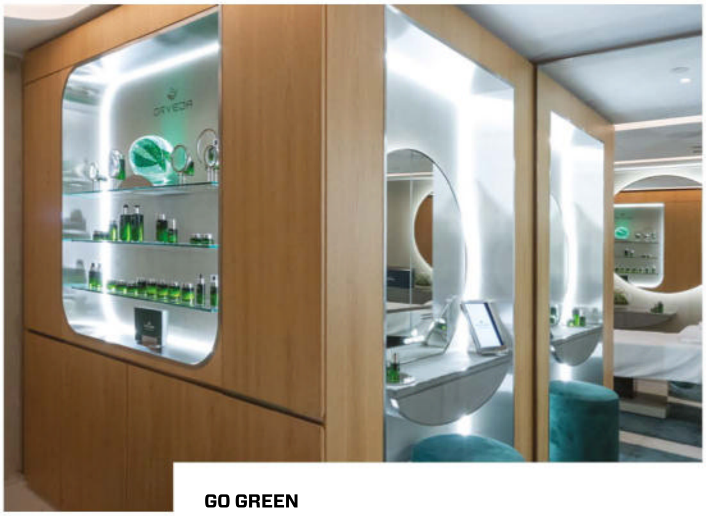
After three years of development, Ainslie + Ainslie Night Powder launched in 2024. The supplement is designed to focus on two key pillars to aid performance: boosting the immune system and promoting restful sleep. "Great-quality sleep is a performance advantage, not just in sport, but in all walks of life," Georgie Ainslie explains.

The supplement is recommended for use every evening, one to two hours before going to sleep. The unique blend of amino acids, saffron and anthocyanins (water-soluble antioxidants) aims to aid physical recovery while you sleep, with users boasting mental clarity and focus the following day too.

A follow-up up supplement, Day Powder, is to be released soon. *Georgia Boscawen. Night Powder is available as a one-off purchase or on subscription from ainslieainslie.com*



Night Powder was given to America's Cup sailors during training



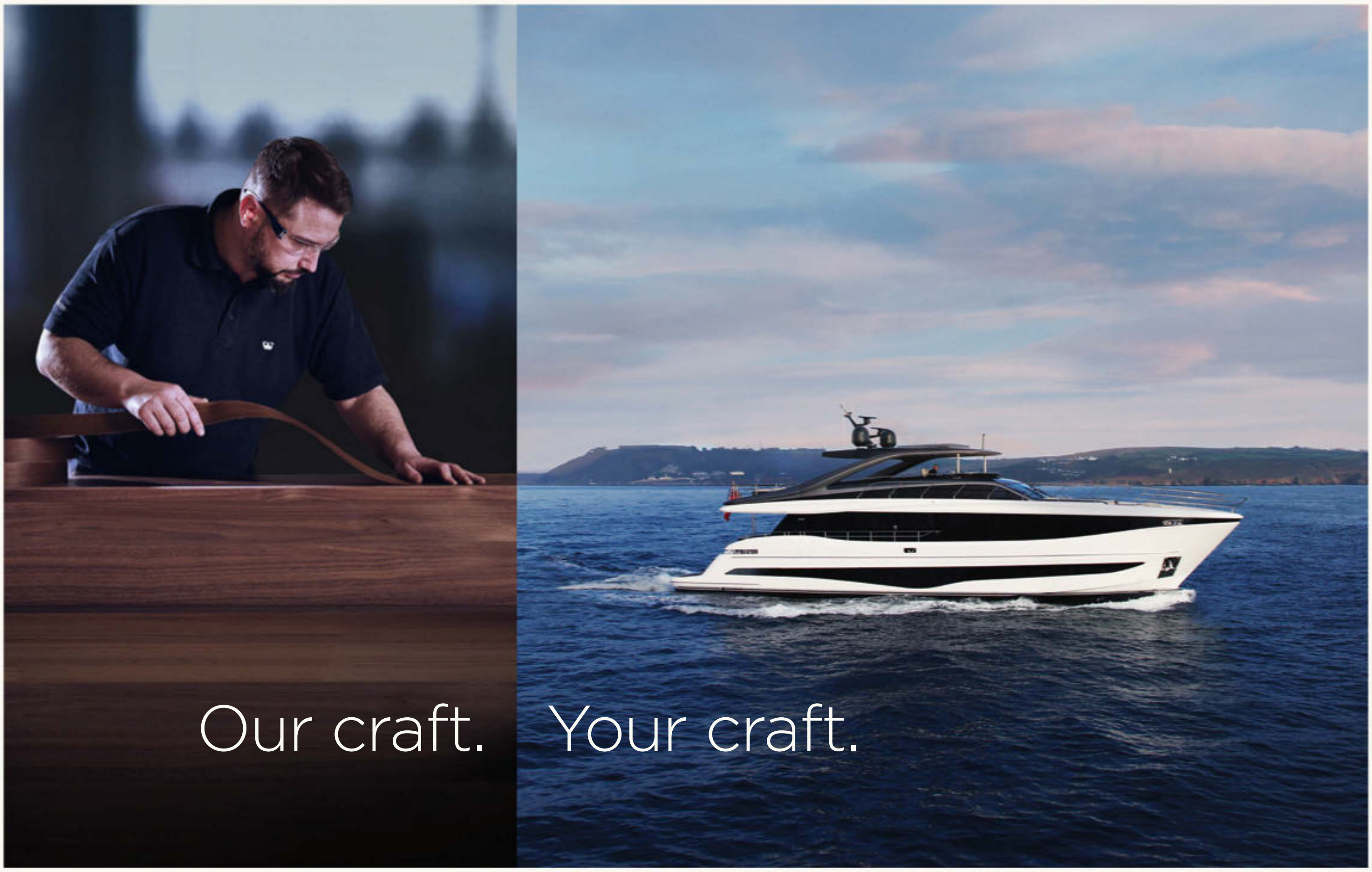
Above: Orveda's luxury treatment suite at Harrods London. Below: Lavender Dream Scented candle from Urban Apothecary

GO GREEN
French skincare brand Orveda, which boasts top-notch green and biotech credentials, is focusing its products on the three most common skincare battles — redness, sensitivity and irritation. With outposts established in Paris, Shanghai and New York, the brand has just set up shop in its natural London home, Harrods, with a super-luxe treatment suite offering signature facials. *Belle Rice. orveda.com*

URBAN APOTHECARY
LONDON
LAVENDER DREAM

ON THE SCENT
There's a new home fragrance in town, with a point of difference. The Wellbeing Lab candles and diffusers from Urban Apothecary are crafted with hand-selected essential oils, plants and extracts chosen to boost your emotional health and happiness. Choose from specialty remedy scents including Happiness, Balance, Sleep, Energy and Serenity. *Belle Rice. Luxury Wellbeing Candle from $52, urbanapothecarylondon.com*

PHOTOGRAPHY: COURTESY OF MAYRLIFE MEDICAL HEALTH RESORT


Our craft. Your craft.

We care about every detail,
because you care about every detail.

Discover the thrilling Y95 at princessyachts.com

PRINCESS
Distinction in Detail

BOAT LIFE Edit

WINTER SKINCARE FOR FRESHER FACES

PLUMPING MOISTURISER
BALANCE HYDRATE PERFECT
bamford
STEM CELL SERUM
PROTECT SOOTHE RESTORE
LA MER
THE NIGHT RECOVERY CONCENTRATE
CONCENTRÉ RÉPARATEUR DE NUIT
Mortar & Milk
by
PAMELA MARSHALL
PHA BARRIER REPAIR SERUM
la prairie
SWITZERLAND
111SKIN
HARLEY ST LONDON
OXYGEN EXPRESS MASK
MASQUE ÉNERGISANT
MULTI-ACTIVE
ACTIFS MULTIPLES
CHENOT
FACE CREAM MEN
SENOLYTIC FORMULA
Supergoop!
UNSEEN SUNSCREEN
SPF 30

Stem Cell Serum & Plumping Moisturizer Duo, $160, bamford.com

PHA Barrier Repair Serum, $108, mortarandmilklondon.com

The Night Recovery Concentrate, $700, cremedelamer.com

Face cream for men, €140, chenot.com

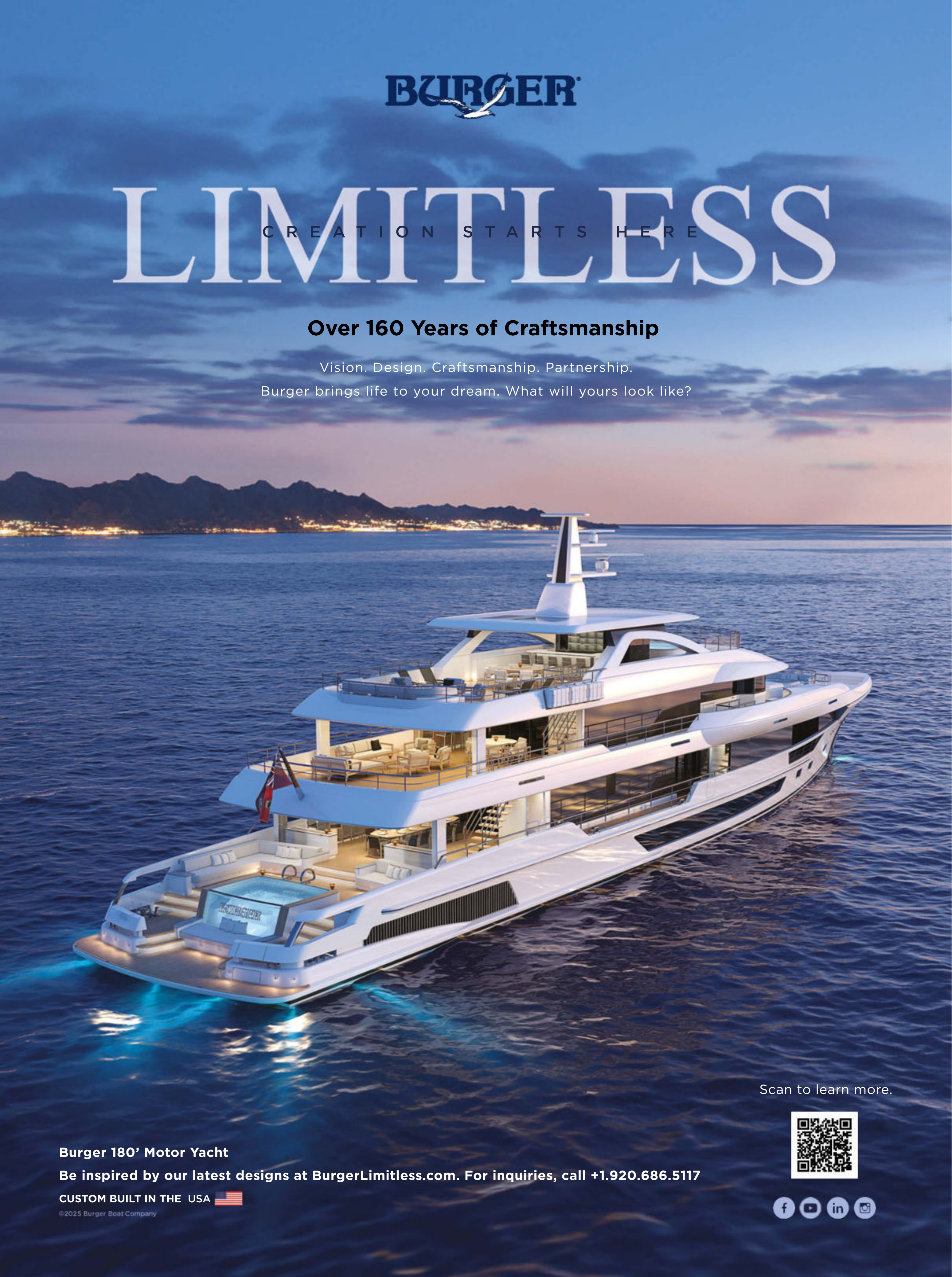
Pure Gold Radiance Eye Cream, $700, laprairie.com

Oxygen Express Mask, $160, 111skin.com

Unseen Sunscreen SPF30, $48, supergoop.com

PHOTOGRAPHY: ADOBE STOCK

EDITED BY Belle Rice



LIMITLESS

CREATION STARTS HERE

Over 160 Years of Craftsmanship

Vision. Design. Craftsmanship. Partnership.
Burger brings life to your dream. What will yours look like?

Scan to learn more.

Burger 180' Motor Yacht

Be inspired by our latest designs at BurgerLimitless.com. For inquiries, call +1.920.686.5117

CUSTOM BUILT IN THE USA

©2025 Burger Boat Company

GOLF
INVITATIONAL

BOAT

VOLY
GROUP

May 14 - 15, 2025, Barcelona, Spain

THE BARCELONA GOLF INVITATIONAL RETURNS

A two-day event and chance to play one of Europe's most prestigious golf courses, the Camiral Golf & Wellness Resort, Barcelona, Spain.

TICKETS AND TEAMS AVAILABLE – BOOK NOW TO JOIN US!

BOATINT.COM/GOLF

EVENT PARTNERS

PINMAR

SOUTH WAKE

Owners' Club

LIVING THE DREAM ON THE WORLD'S BEST BOATS

Family time on board 137ft explorer yacht *Kasif* for Tolga Vural

For more information about joining our exclusive community of owners, email *ownersclub@boatinternationalmedia.com*

PHOTOGRAPHY: COURTESY OF OWNER

THIS MONTH: aquaculture mogul Tolga Vural splashes out / owners' adventures in Hawaii and Dubai / breaking a boom in a Transatlantic Race

BERMUDA TOURISM AUTHORITY Official partner of the Owners' Club

EDITED BY Charlotte Hogarth-Jones

ON BOARD WITH

Tolga Vural

Every fisherman needs a boat... and the founder of an aquaculture empire has taken delivery of a custom explorer, as *Risa Merl* discovers

Above: Tolga Vural took delivery of Bilgin's first explorer yacht, 137ft *Kasif*, in 2023

The owner of *Kasif* remembers precisely when he fell in love with boating. "It was my first time, in 2005, on an old sailboat heading to Bodrum. I remember the silence and the peace of that journey," Tolga Vural says. "Within the year, I purchased my first small boat – a 6.1-meter (20ft) Beneteau Flyer 650 with just a 150-horsepower Yamaha for power."

Just shy of 20 years later, he now owns a yacht of significantly more substantial proportions, having taken delivery of the custom 137ft Bilgin-built explorer yacht *Kasif*. An explorer is a fitting mode of travel for visiting his aquaculture empire; Noordzee is one of the most significant players in fish farming and one of Turkey's leading exporters.

"Fish is our business," Vural says. He and his wife, Selin, were both born in Istanbul, and prior to moving to Bodrum, where they later met as adults, neither had spent any time on the water for recreation. But perhaps Vural was always fated to become a seafarer. After all "a fisherman," as he humbly refers to himself, needs a boat.

"My father started a fish business in Istanbul," he says. "In my spare time when I was young, I worked with him and my uncle."

After studying geological engineering at Istanbul Technical University, he then moved to Bodrum and founded a fish business of his own. Noordzee specializes in sea bass, sea bream, steelhead trout, rainbow trout and stone bass.

The company has fish farms spread out across the Mediterranean, Aegean and North Sea. In addition to farms, it runs processing and packaging facilities in various factory locations.

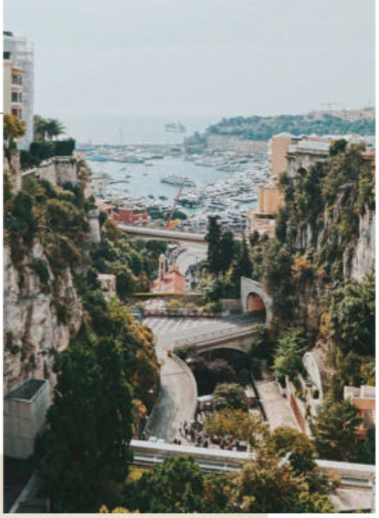
"Noordzee produces fish feed with the extruder technology in an integrated fish feed plant, which is one of the biggest feed plants," Vural explains. "Besides that, Noordzee manages every step of the juvenile production in our own hatcheries."

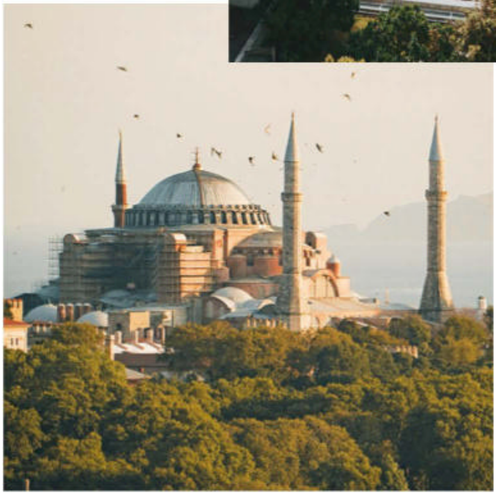
It was during a build project on one of his factories that Vural and his wife's paths first crossed. "I met my dear wife, Selin, in a design meeting for one of our factory projects," he says. "After that I tried to find a way to have dinner with her, and from there it began."

Selin studied architecture at Yıldız Technical University in Istanbul and has a master's degree from the same university. Her design background is varied,

PHOTOGRAPHY: ERAY ALTAY; REUBEN ROHARD ON UNSPLASH; KEVIN CHARIT UNSPLASH; COURTESY OF OWNER

“After that night’s storm I was sure that we needed a real tough steel boat. And here she is”





Top left: the Vurals’ children take the helm. Top right: *Kasif* was on show in Monaco in 2023; Above right: the family supports hospital charities in their native Turkey. Below: Vural with wife Selin

ranging from residential projects to hotels and office buildings. It’s no surprise that after meeting Vural, she became Noordzee’s go-to architect for the company’s factories and offices. “Selin also designed our house,” he says.

It wasn’t long until she caught the boating bug as well. “My wife fell in love with yachting in our 13.6-meter (45ft) Bavaria Virtess 420. We enjoyed cruising around with only the two of us on board.” But it was on one of these passages that they realized they needed a bigger boat.

“We had a terrifying night with our Bavaria 420 between Marmaris and Rhodes,” Vural says. “The weather report was showing five (on the) Beaufort scale (classified as a fresh breeze, with winds from 17 to 21 knots and seas four to eight feet), which I thought we could handle. But the reality was around seven Beaufort (a near gale, with winds up to 33 knots and seas as high as 19 feet).” For many hours, the Bavaria fought against the ever-increasing waves and winds. Around 4am they finally reached shelter near the Greek island of Symi.

“We were totally exhausted. That night I was sure that we definitely needed a real tough steel boat. The following week, I was sitting with Emrecan Özgün from Unique Yacht Design and explaining to him what my next boat should be capable of. And here she is,” Vural says, referring to *Kasif*.

Vural’s friendship with Özgün, CEO and founder of Unique Yacht Design, goes back to their university days in Istanbul. Long before *Kasif* came to existence, Vural recalls the two talking about ideas for the boat that they might design together one day. Now the time had come. Not only is *Kasif* the owner’s first superyacht, she also represented at the time a first for the Turkish builder as its inaugural explorer yacht. The clue is also in the yacht’s name, because “kasif” translates to “explorer” in Turkish.

Of course, Selin lent her architectural expertise to the creation of *Kasif*, working in close collaboration with the yacht’s interior designers at Hot Lab from the project’s inception. The interior purposefully showcases the couple’s connection to the sea. From the organic shapes that are meant to “flow like a wave” to the sculptural art depicting a school of fish and the use of fish skin from the giant

>>

Amazonian pirarucu inlaid in fish-shaped cut-outs, many of the design choices give a purposeful hint at the fisherman who owns *Kasif*.

All of this detail was on display when *Kasif* appeared at the 2023 Monaco Yacht Show, attracting plenty of positive feedback from those who stepped on board.

"The Monaco Yacht Show was a wonderful public debut for *Kasif*. We knew that she was a good and well-designed explorer, but it was a surprise that she was considered among the best," Vural says, referring to the yacht being a finalist in *BOAT International*'s World Superyacht Awards and Design & Innovation Awards. "We owe our thanks to Bilgin, Unique Yacht Design, Hot Lab Design and all who worked on her," he adds.

Kasif is not only designed to conjure up imagery of marine life with her bespoke interior, but she will also support Vural in managing the Noordzee fish business. "We like to visit our farms, and we try to spend time together with our staff and try to understand their needs," Vural says. He uses *Kasif* for this purpose and has already visited some of his farms on board the yacht, anchoring the explorer nearby. "These visits help me to carry my business to the next level." A keen scuba diver, Vural enjoys surveying his farms from below the water's surface with a tank strapped to his back. Further merging work and play, he's used *Kasif* to fish as an evening hobby.

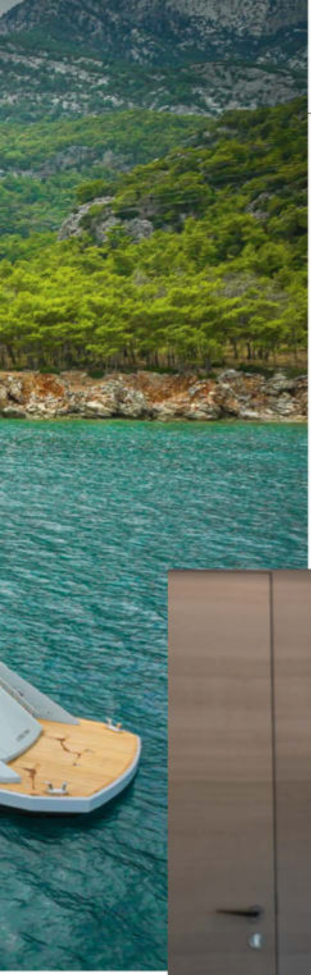
"We see *Kasif* as an adventure boat, and we have many plans for her in the coming season"

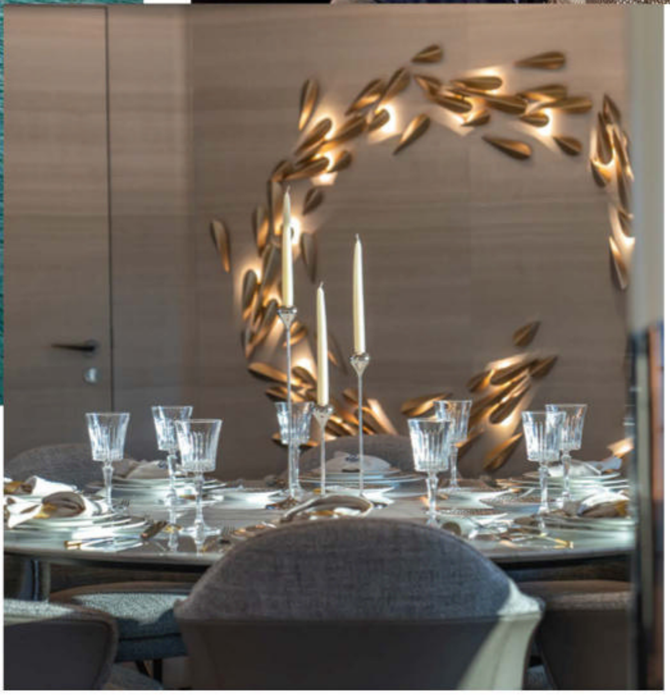
Beyond enjoying their yacht, spending time with family and friends and managing a fish-farming empire, Vural and Selin also support charities that help build and renovate hospitals across Turkey. And, after two tragic earthquakes in Turkey, they have also been involved in organizations that help those who were injured or affected.

Kasif is now the largest in a small fleet that includes an Axopar 28 and Vural's first-ever boat, the Beneteau Flyer 650, which he still owns. "The Axopar is the boat we use daily," he says. Whether it's moseying along the Bodrum coastline on the Axopar or overnight trips on board *Kasif* with family and friends, the Vurals make the most of their home base in Bodrum, set in the midst of picturesque harbors that line this stretch of Turkey's coast. On the weekends, *Kasif* can be found moored in bays from Bodrum and Marmaris to Göcek and Datça, as well as further-flung locales around the Mediterranean.

"We were in Monaco and Rhodes last summer. And we are planning to travel to the Greek Islands this summer, and maybe as far away as the southern part of Italy," Vural said when we met in late 2023. "We see *Kasif* as an adventure boat, and we have many plans for her in the coming season." For now, these adventures are focusing around the Med, with many places still topping Vural and Selin's wish list, including Sicily, Sardinia, Marseille and Barcelona, all of which they plan to visit on board *Kasif*.

Top left: Vural with friend Emrecan Özgün, CEO and founder of Unique Yacht Design. Below: the Vurals are also proud owners of a 45ft Bavaria Virtess 420





Will the boat's explorer credentials and 5,000-nautical-mile range at 10 knots be put to the test outside the Med? "We don't have a plan to leave the Med yet, but why not," Vural says. "Our passion is to visit new places; that's why we built a boat like *Kasif*." He also doesn't rule out sharing *Kasif*'s beauty with others by putting the yacht on the charter market one day. "We've talked with some companies about charter," he reveals – but so far she has remained private.

While a sailing boat might have sparked his interest in yachting, Vural and Selin aren't sailors – yet. But it might be the next addition to the fleet. "We've tried sailing before and liked it, and our boys are due to start sailing training, so we plan to have one maybe soon," he says.

Whether sailing along the Bodrum coastline, scuba diving beneath the water or exploring further afield by superyacht, this "humble fisherman" has an inherent connection and passion for the wonders of the sea that's sure to last a lifetime. ◻

Top: family time on board. Above: *Kasif*'s interior, designed by Selin alongside Hot Lab, contains many nods to Tolga's life as a fisherman

PHOTOGRAPHY: ERAY ALTAY; ADOBE STOCK; COURTESY OF OWNER; JOBY DOGAN/KENAN DOGAN

TOP DIVES BODRUM, TURKEY

BIG REEF

The aptly named Big Reef is an easy dive in 25 to 112ft. The colorful reef is home to lobster, octopus and moray eels and also has a few wreck pieces such as old anchors.

BUBBLE CAVE

This cavern is full of coral, tube worms and sponges. You enter and exit via a chimney, and looking back you can see the air bubbles of other divers still inside, hence the name.

PINAR 1

Turkey has almost two dozen shipwrecks, including the 121ft *Pinar 1*, which lies in 131ft of water. Deliberately sunk in 2007, the naval wreck is now a thriving artificial reef home to starfish, eel and grouper.

C-47 AEROPLANE

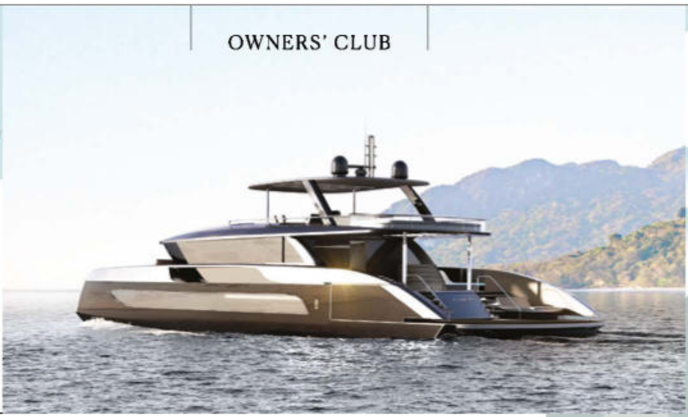
For a different type of wreck dive, descend 65 to 100ft to see a WWII-era C-47 Dakota. The propellers are still intact, and you might see green turtles swimming nearby.

ARMUTLU BURNU

Ideal for advanced divers, this wall dive can be enjoyed day or night, with a flashlight showing its crevices that hide shrimp, octopus and eel. A group of granite boulders known as Dick's Rock can be seen 118ft down.

Members' Logbook

Looking forward to high speeds on an eco-cat and looking back at diving remote Pacific atolls — two owners share their enthusiasm



Tim Ciasulli
Yacht: Sunreef 88 Ultima
Length: 88ft
Year: 2025
Location: Dubai

Are you looking forward to taking delivery of your new catamaran?

I can't wait. This is going to be an exciting adventure between speed and economy. I've raced catamarans and been over 200 miles per hour in them. The design lends itself to superior speed and stability. And with this model we also get the living space. So when you combine 4,300 square feet of living space and a boat that can go over 40 knots, it's a powerful combination

There's also a heavy eco component, too...

The entire hull is sheathed in solar panels. So when you want to go on "eco" mode, you can almost run indefinitely. And of course, when the sun isn't shining, throw the gensets on and away you go. Solar's not taking you to 40 knots, but it's helpful for sedate, quiet cruising

Where will you take it when it's delivered?

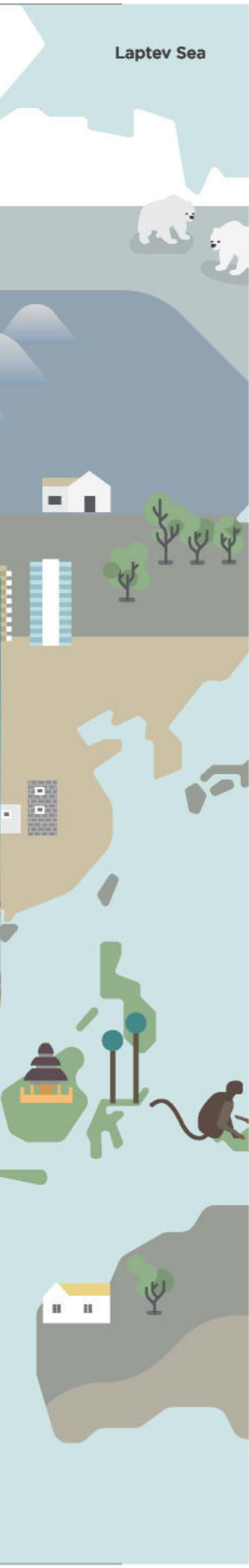
So we're going to take it from Dubai all through the Med around Greece, Turkey and Croatia and, of course, Italy, France and Spain, and then to the US and the Bahamas

You previously owned the first hull in Benetti's Oasis 40M series. Have you applied any learnings from that to this boat?

The Ultima does have some Oasis-esque design cues, like the drop-down sides and a big open beach area. But I like to go fast and the Oasis wouldn't let me do that. The big difference with this boat is the speed

How are you achieving that speed?

It's a water-jet boat with two big MAN diesels, delivering 4,400 horsepower. So I'm very excited to see the top end on this hull. It's also built in carbon fiber and we've really stretched Sunreef to build us the lightest, most powerful and most comfortable boat possible. It's been a challenge but I'm confident it will be worth it



PHOTOGRAPHY: COURTESY OF OWNER; ZELWANKA/ALAMY STOCK PHOTO; DARCEY BEAU ON UNSPLASH; IVAN IVANKOVIC ON UNSPLASH; COURTESY OF SUNREEF YACHTS

East Siberian Sea
Tasman Sea

Bob Giles

Yacht: *VivieRae II*
Length: 98ft
Year: 2017
Location: Hawaii

You're currently in Hawaii. How do you rate it as a cruising ground?

My rating for Hawaii as a cruising ground is somewhat low. The number of good anchorages is limited and for the most part during our stay it has been very windy with rough seas, especially when transiting between islands. I haven't seen another yacht since we've been here. There are lots of sailing boats in the Waikiki Yacht Club, where we've been docked, with the largest around 53ft

Before then you were in the Marshall Islands. Same question!

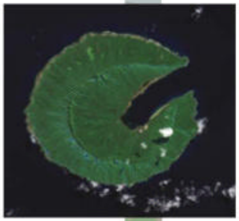
I loved the Marshall Islands and the cruising was great. The atolls are beautiful with most of them uninhabited. My favorite was Kwajalein Atoll, which has a rich history from World War II, and is where the aircraft graveyard is located. The US Navy dumped about 160 planes, along with many other World War II wrecks after the end of the war. The diving of the wrecks, planes and reefs was spectacular with the clearest water I've seen anywhere in the world. I only wish we'd spent more time there. We didn't see another yacht there

Where's the most "off the charts" place you've been to on this latest cruise?

I would have to consider two areas. One was about 60 nautical miles south-east of Wakatobi, Indonesia at an atoll named Karang Koka, which is absolutely beautiful with a calm anchorage inside the atoll and beautiful diving on the outside of the atoll along the reef wall. This atoll is so remote we questioned if anyone had ever cruised there and we dived the reef around the atoll. The other remote area is the atolls in the Marshall Islands. The one that I liked in particular was Wotje, which was mostly uninhabited other than for a few fishing huts on some of the surrounding islands

What have your interactions with local cultures been like?

Our interactions with the local cultures have been fascinating. Many of the islands require a visit with the chief and his permission to anchor, dive and fish in "his" waters. We have always been met with friendly people who all seem to be very happy although many have no modern conveniences. One of the most memorable is Norbarbar, which is located in the northern part of Vanuatu. That island, as most are in that area, was formed by a volcanic eruption and many thousands of years later one side of the caldera collapsed into the ocean creating a cut into the middle of the island just over half a mile wide and nearly two miles inland. At the far end of the cut is a village where they live today no different from how they did 500 years ago. This little village has no electricity, no communication with the outside world, no running water and no medicines. While we were there we came across a man about 50 years old who had an injury on his leg just above the ankle. His leg had been cut while walking through the jungle and the wound was infected and evidently had been that way for quite some time. We brought him to *VivieRae*, where we have extensive medical supplies, and we cleaned his wound and applied antibiotic cream and a proper bandage. We provided the man's son with oral antibiotics, bandages and antibiotic cream so he could continue to give his dad some medical care after we left. Of all the places we have been, this village is my favorite



The boat has done some big ocean passages lately. Do you avoid those?

For the most part I have not been on board for the long passages. For the last three years I have been spending roughly half of each month on *VivieRae* and the other half at home, with of course two days or so of travel each way for the very remote places. I still have a lot of business to attend to so I choose to use the time when the crew is moving the boat to go home and focus on the businesses. *VivieRae* has performed incredibly well, and so far has been able to handle any weather we have encountered

Have you had any issues fueling or provisioning?

In the remote areas provisioning is expensive and it's difficult to find fresh meat and vegetables, but we do have a lot of refrigeration on board and can stock up before going through remote areas

You've also been to Palau. Is it as beautiful as everyone says?

Palau is very beautiful, especially the Rock Islands area. The diving is very good but does not compare to the areas I listed above. We were also hit with excessive fees for clearing in and out, which were over five times more expensive than normal, as well as a mandatory daily retainer fee. For those reasons I can't recommend any yacht over 200GT goes to Palau. The fees were punitive!

MAP JING ZHANG

Right: Tim Ciasulli and Jan Van Hogerwou

BIG NIGHT IN THE BIG APPLE

BOAT International hosted a cocktail party for the Owners' Club and Generation BOAT at New York club Casa Cipriani

Above: Stewart Campbell, Wendy and Ira Levenshon and Toby Moore

Above: Fiona Brockhurst, Mark Mashburn, Charlotte Harris and Megan Delgado. Right: Blessing Ndem

Natalia Kakkou and Zoe Sougioultzoglou

Tracy Berkeley and Toby Moore

Below: Paul Stenhouse, Cameron Heller and Madeleine Philp

Above: Lizzie and Alex Pincus

Sarah Flavell and Mark Mashburn

Below: Kane Manera

> “The event was stunning. It couldn’t have been a more perfect venue”

Above: Toby Moore and Alex Porter

Above: Cecile Gauert

Above: Tim Ciasulli, Sarah McGurn, Rebeca Ciasulli and Stewart Campbell

THOMAS ROUSSET
LE MANOIR AUX QUAT' SAISONS

Barry Minoff and Blessing Ndem

With thanks to Bermuda Tourism Authority, Belmond, Amels and Extell

Altair (left) has sailed to much of the world, but nothing surpasses her owner's home waters of British Columbia (below)

MY LIFE IN BOATS

BOB EICHLER

The Seattle-based owner of *Altair* tells *Kate Lardy* how, after a rocky start, he came to love sailing

My first sailing experience was terrible. I grew up in Illinois and went to summer camp in Wisconsin where they took us campers out for an afternoon sail. When the boat heeled over, it scared me to death. I said I would never, ever go out in a sailboat again. Then I moved to Seattle for college, where sailing was big. I met my friend Roger, who raced a Six Metre, and he talked me into going with him. The downwind legs of the race were fine, but the last leg was a beat and the water came almost inside the boat. I decided that's it for me – I'm done. But he was a great mentor and such a convincing guy, he got me to go sailing again soon, and he taught me to run his 25ft powerboat that towed the Six Metre. He was very forgiving, even when I ran it aground twice. He instilled in me a love of sailing and I have him to thank for every boat bill I pay today.

> **"We'll have 35 people on board, with Broadway wannabes taking turns singing"**

I had two Trojan powerboats before I thought, you know, I really love sailing, what am I doing? So I bought a 45ft Columbia sailboat, then a 52ft Irwin. My first *Altair* was an 80ft Don Brooke design, which I had for 14 years. On my first trip down the West Coast to Puerto Vallarta, we got caught in a storm south of San Diego. I asked my new captain, who'd run 80ft and 120ft motor yachts, how big the waves were. He said, "I don't know." I said, "What do you mean you don't know?" He said, "I've never been out in the ocean before." I loved that boat but it just happened that we saw this *Altair*, a 96ft custom Sparkman & Stephens. Buying it was one of my really smart moves. That was 18 years ago. I never want to go bigger or smaller.

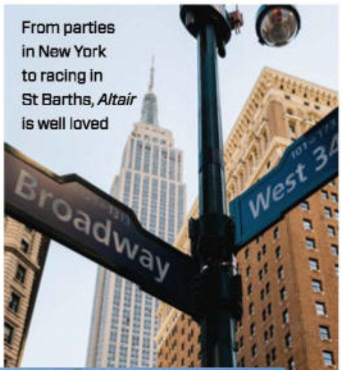
I've done several Buckets and even won my class one time. I enjoy racing, but I'm not a racer at heart; I'm a cruiser. I've done every leg from British Columbia to Nova Scotia. I also like to entertain. When we're in New York, my friend David, a vocal coach for Broadway stars, comes down and we bring out the electric piano. We'll have 35 people on board, with Broadway wannabes taking turns singing.

In 2015 we set off for the UK in the Transatlantic Race. A freak squall caused an uncontrolled jibe; the preventer failed and the boom was damaged beyond repair. We were forced to return to Newport. That was my biggest disaster. I laugh about how when we boaters get together, instead of discussing football or something, we talk about our boat repairs. Everybody's got a story about a boat repair. We all love our boats, but we all wonder, "Are we a little nuts?"

The next year we did the Newport Bermuda Race and continued on to spend two years in Europe, sailing as far as Greece. But British Columbia will always be my favorite; I call it Maine on steroids. We've been through the Canal five times, and this winter will make our sixth trip. We plan to arrive in Seattle by May to be part of the [boat season] Opening Day parade then will head to Alaska for the first time.

I can't imagine any owner who's happier with his boat. When I'm at the helm on a perfect sail, the world is absolutely right and it's all worth it. It's poetry in motion. ◻

From parties in New York to racing in St Barths, *Altair* is well loved



PHOTOGRAPHY: ADOBE STOCK; GETTY IMAGES; BEVERLYFACTORSAILING.COM; COURTESY OF OWNER

SUPERB YACHTS FOR
YOUR SUPERYACHT
ELLA BAY
GEORGE TOWN
WAJER 44 HT

This ultimate sportfisher blends superyacht lifestyle with an arresting profile and the speed and gear for some serious fishing. *Risa Merl* steps on board 171ft *Special One*

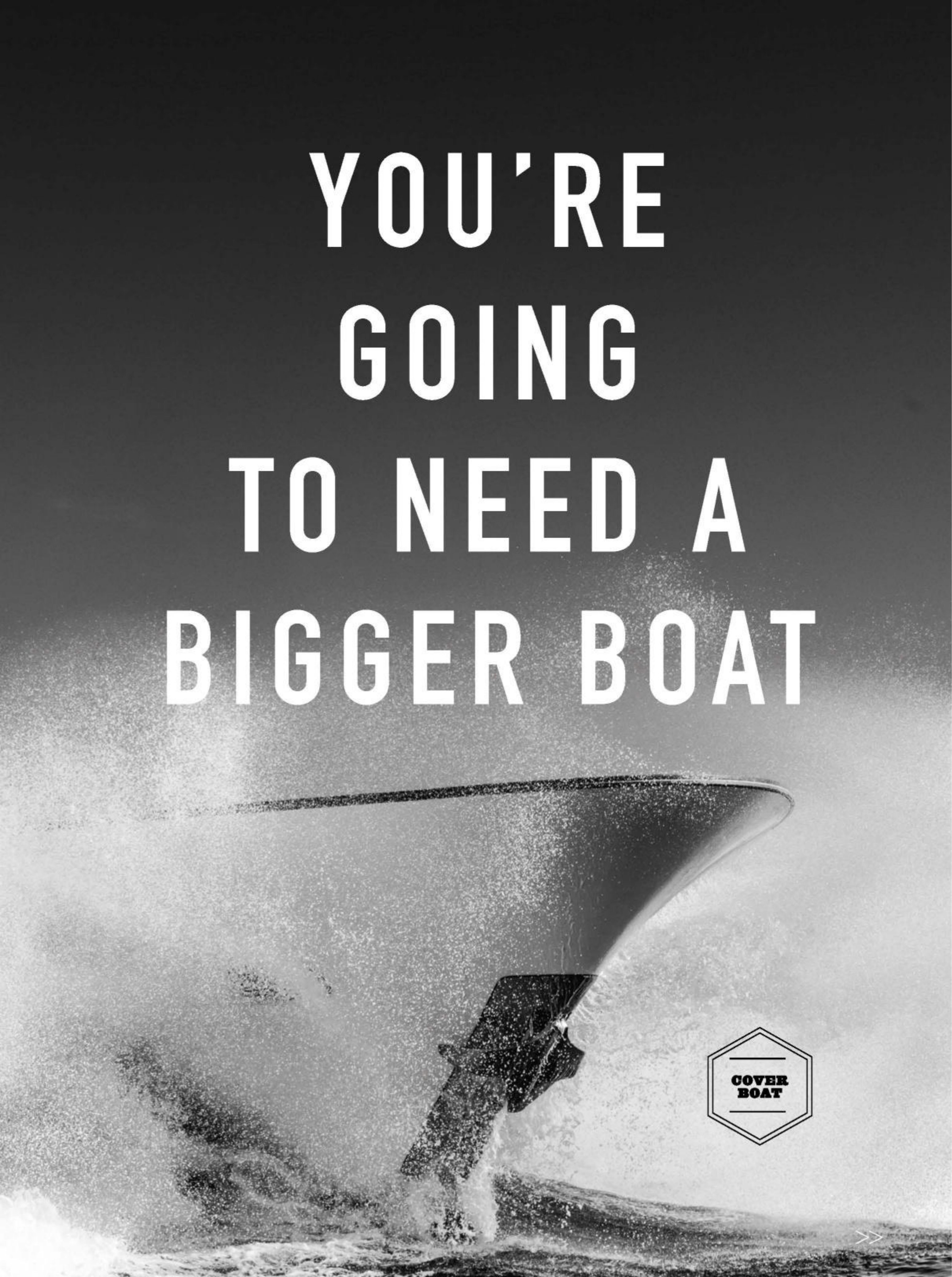
PHOTOGRAPHY (EXTERIORS)

GUILLAUME PLISSON

PHOTOGRAPHY (INTERIORS)

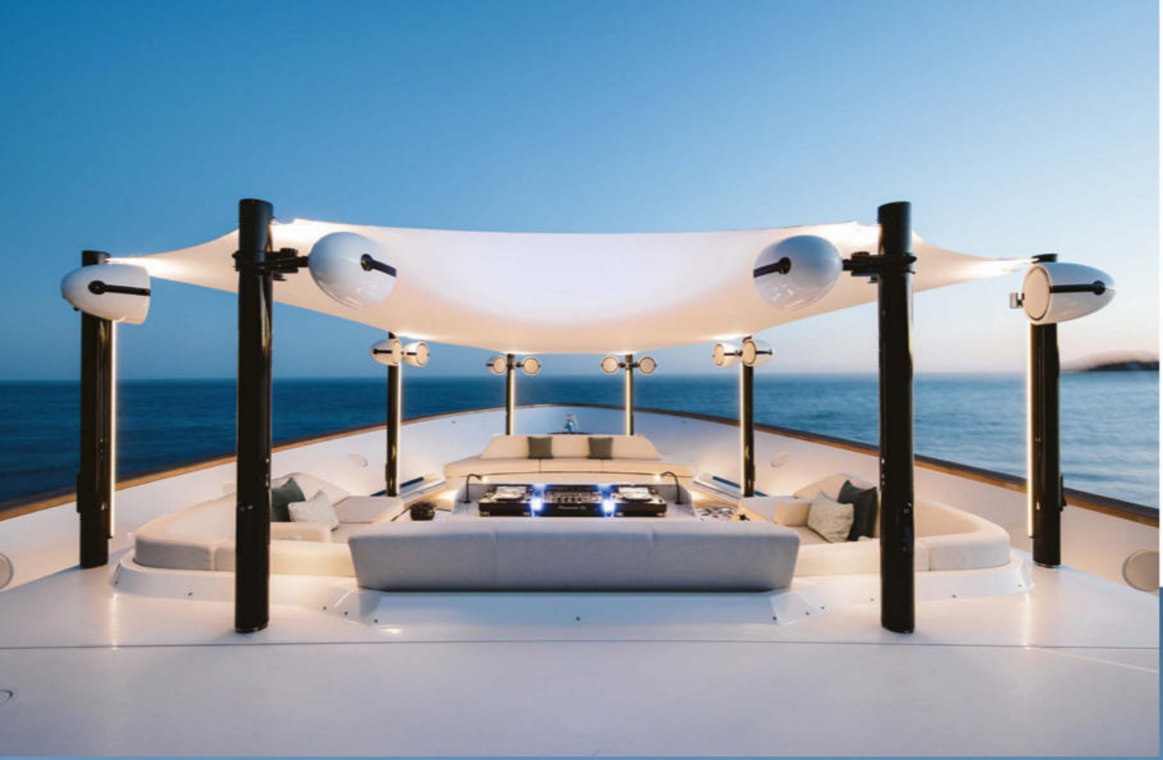
MARK NICHOLSON

YOU'RE GOING TO NEED A BIGGER BOAT



COVER BOAT

>>



150+

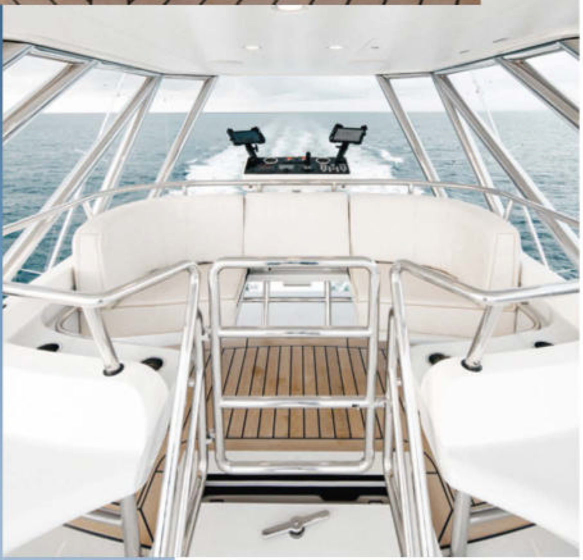
Total number of custom Focal speakers

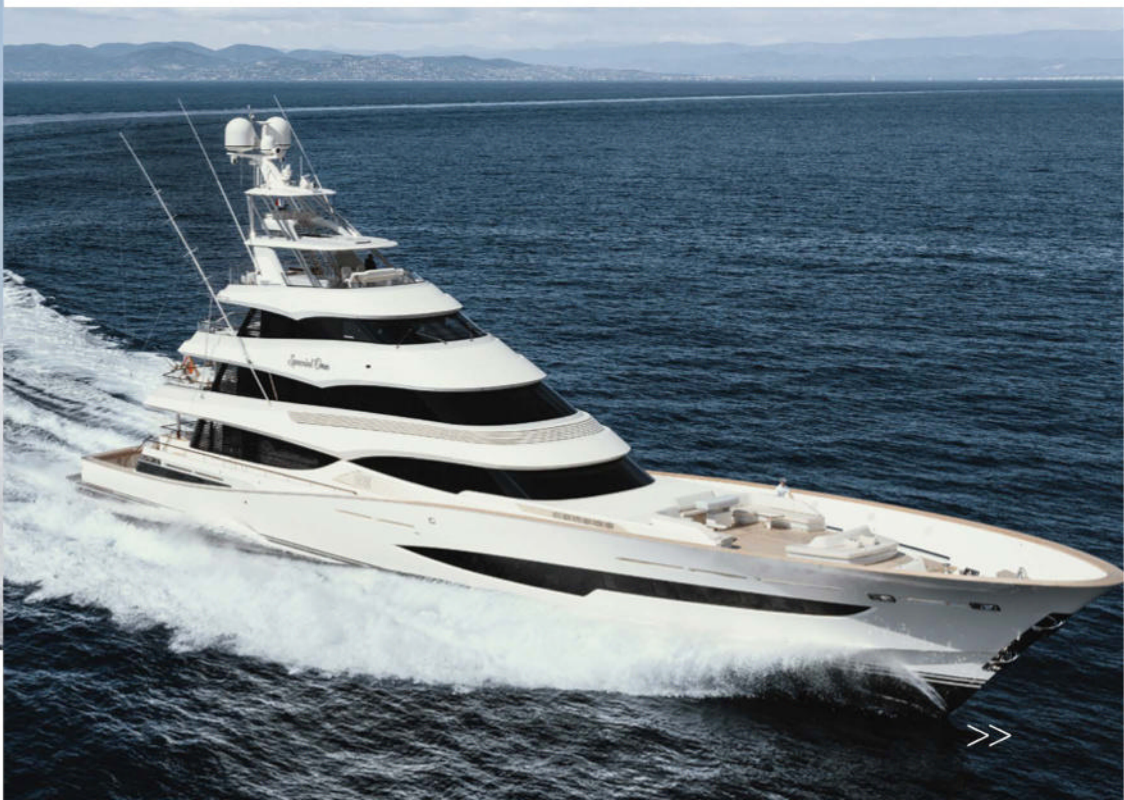
The bow lounge design evolved to become a fully outfitted entertainment area with an immersive sound system, DJ set-up and al fresco cinema. Steps from the flybridge (above right) lead to the tuna tower (right). Below: *Special One* has an impressive turning radius and she can take full rudder at full speed without heeling more than 3.5 degrees

“S

“She’s a sportfisher on steroids,” says Captain Phil Parker-Larkin of the 171ft Royal Huisman motor yacht *Special One* as we stare up at her lofty frame from a dock in Southampton, England. With an immense fishing cockpit, elongated foredeck, sharp bow entry and six decks topped by a 39ft-high observation tower, there is no mistaking *Special One*’s intended purpose as a sportfishing machine. But besides racing out to the fishing grounds at 30-plus knots and being able to back down on a fish as nimbly as a boat half her size, *Special One* was also built to serve as a comfortable superyacht for an ever-growing, multi-generational family. Assets such as a pneumatic elevator serving three decks, an outdoor cinema and a high-spec sound system speak to her luxury credentials.

The owner, a passionate fisherman, has a Viking 92 that he’s enjoyed using with his sons, grandchildren and friends for years. “His passion gave birth to the concept of building a true sportfisher in a superyacht format… a boat that can accommodate the entire family on large expeditions and perform as a serious platform for big-game fishing. Everything grew from there,” says Lydia Pascarelli of Pascarelli Consulting, who served as owner’s representative, working with Bush & Noble and Hampshire Marine.





>>

And grow it did. *Special One* is the largest true sportfishing superyacht of its kind. While there might be other superyachts capable of casting a line, none have the unmistakable sportfisher profile, high-performance capabilities and fishing equipment *Special One* has.

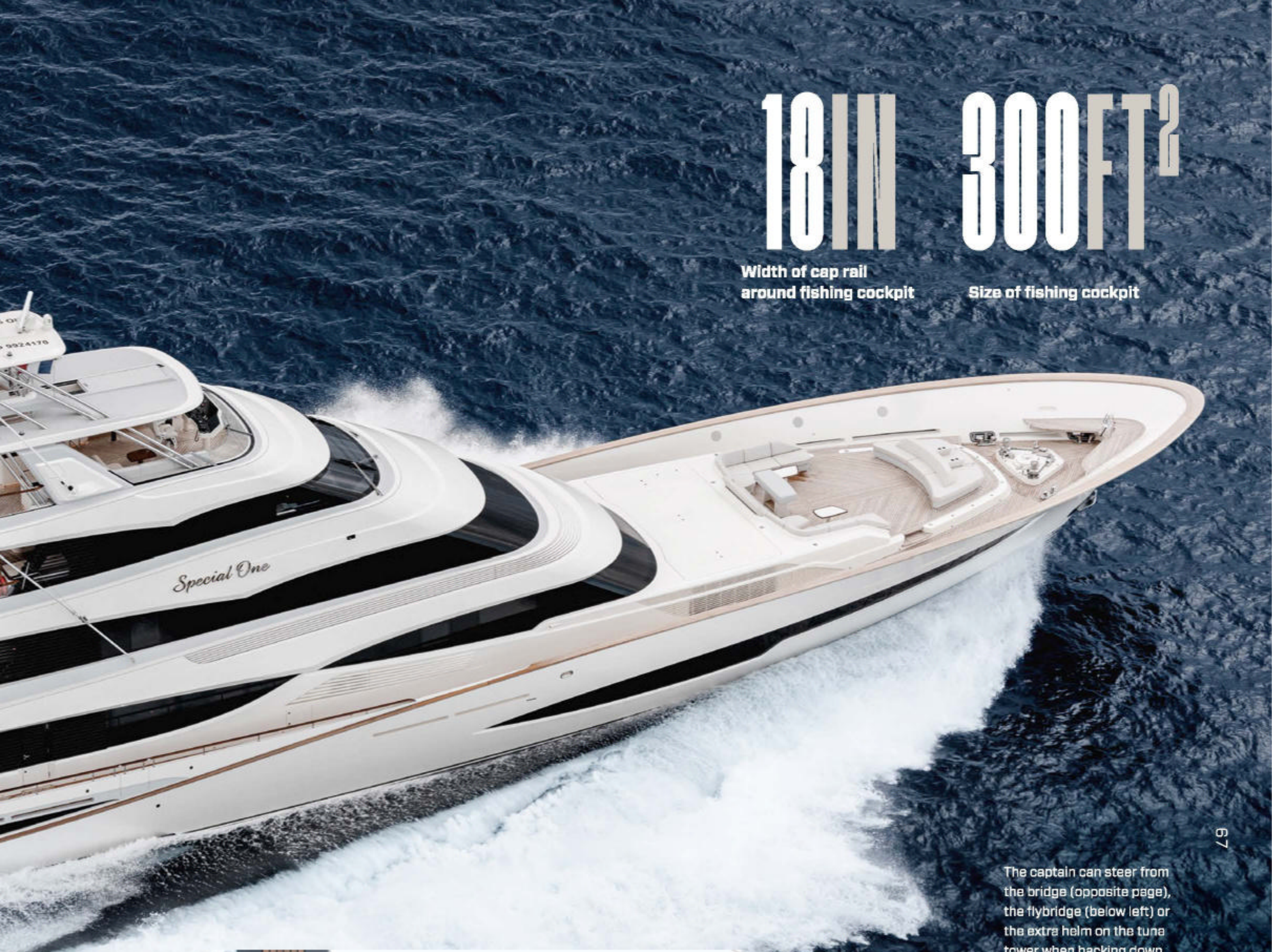
"Due to the magnitude of scale, with her true sportfish proportions she becomes iconic," Bart Bouwhuis, co-creative director at Vripack, says. The Dutch design firm performed a hat-trick by creating the yacht's exterior, interior and naval architecture.

They designed *Special One*'s silhouette to mirror that of a smaller sportfisher, including the high bulwarks, wraparound forward windows and pyramid-like superstructure, with progressively smaller decks reaching skywards. Vripack put its stamp on the classic sportfish looks by adding eye-catching details, such as the hull windows that resemble the shape of a Japanese knife pointing to the stern. "And the louvers carefully integrated in the superstructure surfaces really give it a punch," Bouwhuis says of horizontal slats that add definition to the superstructure.

Of course, it wasn't enough that *Special One* looked like a proper sportfisher – she needed to perform like one too. "While we visually wanted *Special One* to follow the lines of a sportfisher on a larger scale, it required exacting naval architecture to meet that challenge as well as related performance requirements," Pascarelli says.

The owner's brief included a target speed of 30 knots. Not only did *Special One* exceed it by two knots, but she can go from standstill to 30 knots in 60 seconds flat. "She handles like a speedboat – you get thrown back with the power," Captain Parker-Larkin says. "We've

A curtain door can drop down to close off the bridge from the forward crew area access stairs when running at night



18IN

Width of cap rail around fishing cockpit

300FT^2

Size of fishing cockpit

The captain can steer from the bridge (opposite page), the flybridge (below left) or the extra helm on the tuna tower when backing down on a fish. *Special One*'s exterior profile is akin to a much smaller sportfisher, just super sized

>>

done 30 knots in everything from flat calm to meter-high waves." Not only is *Special One* fast, but she can turn on a dime, and gyrostabilizers add to her stability when running at speed.

Special One's power comes from twin MAN 20V 175D-ML engines, a new series from the manufacturer, which deliver 5,982 horsepower each. "The engine room is about one and a half times longer than what is considered normal on a 500GT yacht," Bouwhuis says. "All due to the space demand of the massive engines and systems required to achieve her performance."

Creating *Special One* meant that sportfishing prowess, superyacht amenities and high-speed performance all had to be packed into a tight frame of 499GT. "Before approaching Royal Huisman, we had another yard say, 'You can't do it. Sorry, it's crazy' – they wouldn't take it on unless they could re-engineer," Pascarelli says. Royal Huisman was responsible for the engineering on *Special One*, which enabled the yard to optimize the yacht's unusual features before starting the actual build.

This isn't the first time that Royal Huisman, known for its sailing superyachts, has gone outside its comfort zone to build a motor yacht. In 2021, it delivered the 192ft motor yacht *Phi*, which is the longest motor yacht below 500GT based on current classification rules.

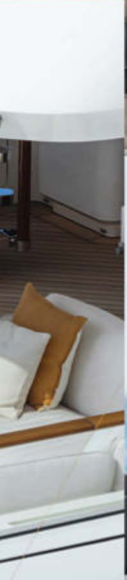
"*Special One* reflects the commitment of the Royal Huisman team to never say no to innovative and challenging motor yacht projects," Royal Huisman CEO Jan Timmerman says. "When the owners of both [*Phi* and *Special One*] initially approached us, we said, 'We've never done this before, but we're certain we can'."

It might seem surprising that a sportfisher like this would emerge from a boatbuilder that has built primarily sailing yachts, as Royal Huisman has. But look closer, and you'll see that it's a perfect pairing. The Dutch builder's experience with engineering and building sailing yachts gave it the know-how needed to match the strict weight requirements required for a sportfisher of this size and optimize tight spaces in her low-volume interior.

"Our expertise in lightweight aluminum construction and complex systems integration, based on decades of building innovative sailing yachts, allowed us to meet the yacht's high-performance and luxury requirements," Timmerman says.

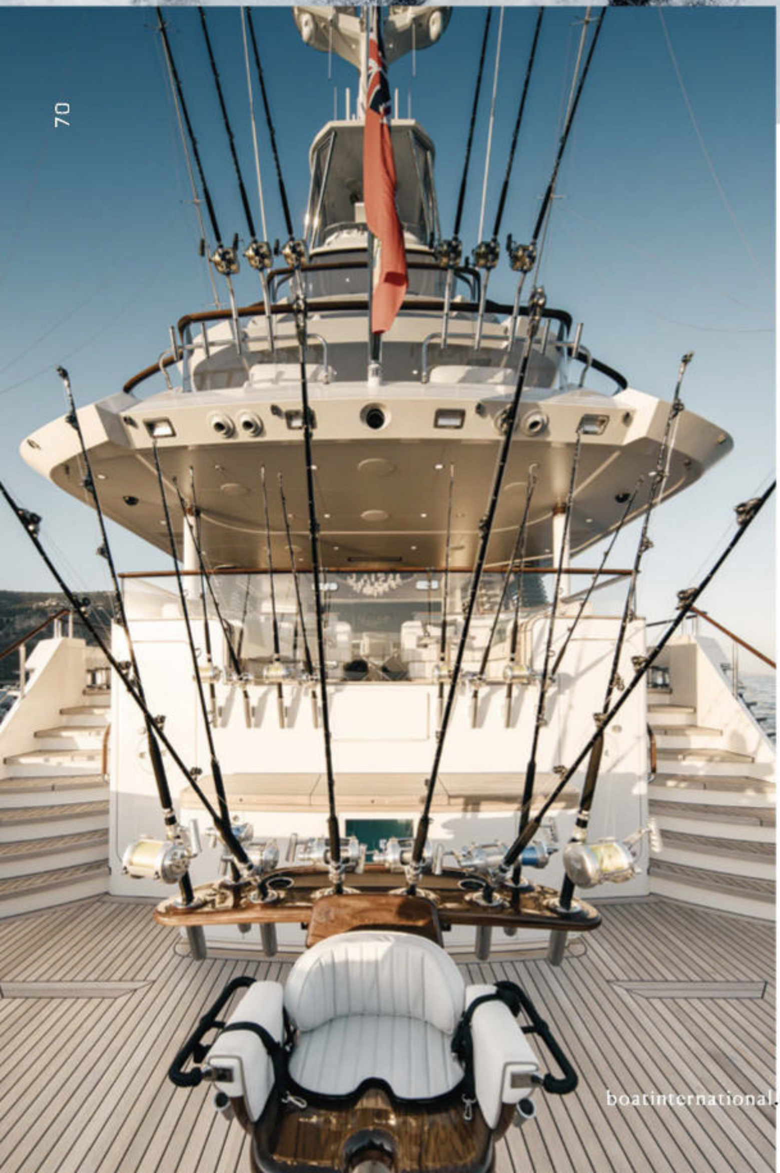
Royal Huiman built *Special One* in lightweight Alustar aluminum, which represents a 12 percent weight saving compared to standard aluminum. Royal Huisman applied concurrent design and engineering, a methodology inspired by the European Space Agency, alongside stage gating to manage the challenges of weight control. Vripack also selected

The bridge (right) is as much a guest space as one for crew, with a comfortable lounge for socializing. Guests can stay close to the action from multiple mezzanine-style aft decks overlooking the cockpit



>>

Framed by a 18in-wide cap rail, the 300 sq ft cockpit boasts huge baitwells and live wells. The build team worked with Guigo Marine and Bush & Noble to choose the state-of-the-art fighting chair that sits at the center of the cockpit



lightweight interior materials to keep the weight down, which is not readily apparent.

Optimizing the hull form helped to reduce resistance and reach performance goals. *Special One* has a semi-displacement (or super-displacement, as Vripack calls it) hull form with a single chine and anti-chine slap spray rail, a sharp entry and huge flare at the bow paired with an elegant tumblehome at the stern. The basic sportfisher hull shape was optimized to reduce resistance at both the cruising speed of 14 knots and the 30-knot-plus top speed without compromising either.

"Features leading to this resistance reduction are smooth volume distribution over the whole length of the vessel, careful alignment of the chines and tunnel edges and a subtle S-shape in the aft ship buttocks," Bouwhuis says.

Vripack also analyzed the hull appendages, including the rudders, shaft brackets and bow thruster scallops to reduce resistance, and paid special attention to less obvious items such as the water intakes, exhaust outlets, sounders, anodes and underwater welds, where filler was applied to create an extremely slippery hull. All this effort resulted in an impressive two knots extra speed over the predicted 30 knots and 10 percent lower fuel consumption than expected. Another tactic was the elimination of a central skeg. "This not only reduces resistance but gives this yacht unique turning behavior where you can effortlessly give full rudder at full speed,

24IN

Diameter of the exhaust

59FT

Air draft with the outriggers

>>

without the vessel heeling more than 3.5 degrees," Bouwhuis says. "Extensive simulations were performed to guarantee excellent course keeping in the absence of the center skeg."

While the owner is an experienced yachtsman, *Special One* was his first custom build, and he and his family were heavily involved in the project, even when they couldn't visit the yard due to Covid-19 restrictions. "Even the contract signing and laying of the keel happened over Zoom," Pascarelli says. "The team's weekly digital presentations became a great source of entertainment for the family."

Royal Huisman rose to the occasion and built a full-size mockup of the yacht's foredeck space, including the large hatch with an integrated cinema screen, DJ decks and Focal and Naim speakers. The owner and his family had a chance to experience the space first-hand and fine-tune all the details. How this party-centric foredeck would ultimately look evolved through the design process, Bouwhuis explains. A long, open foredeck is standard on a sportfisher, but Vripack saw that the space could be something more.

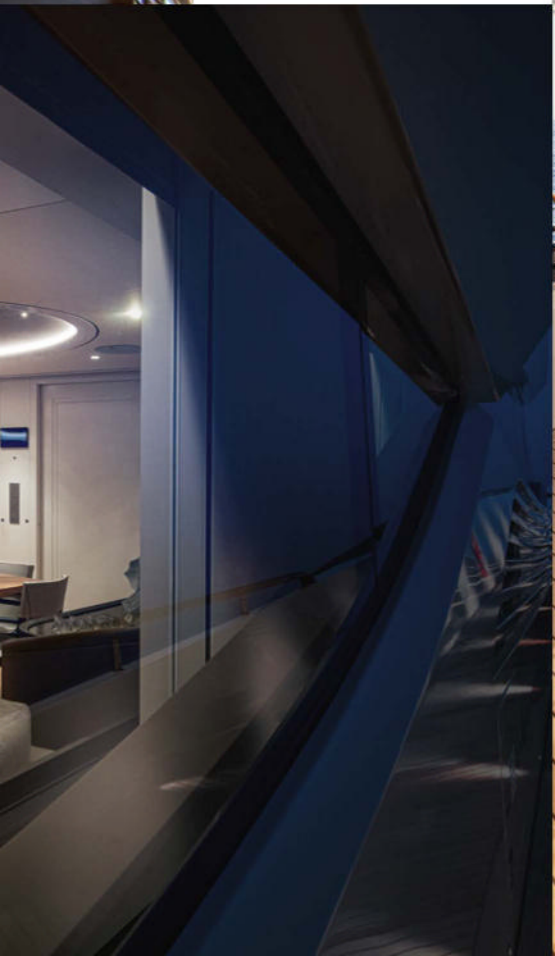
This setup is just a small percentage of *Special One*'s high-spec sound system, which numbers more than 150 custom Focal speakers. "It's one of the densest sound envelopes on any boat that Focal has done," Captain Parker-Larkin says. "The sound is crystal clear and perfect with no distortion." It's also just one example of an outdoor entertainment area designed to include everyone, whether they are there to fish or not.

A mezzanine deck that overlooks the fishing cockpit has become

44 PINS

Hold a suspended glass droplight in the 5.75ft circular dome

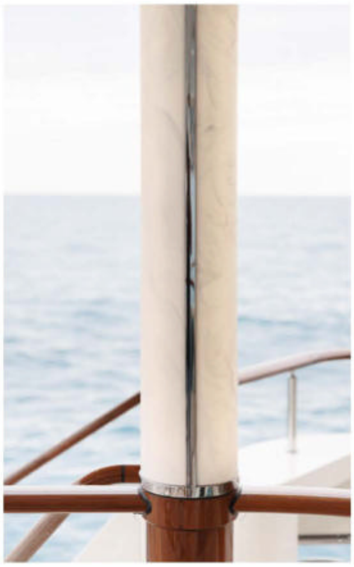
The main deck salon is the heart of the yacht, serving as the family's living room. A curved banquette divides the lounge from the dining area (below)

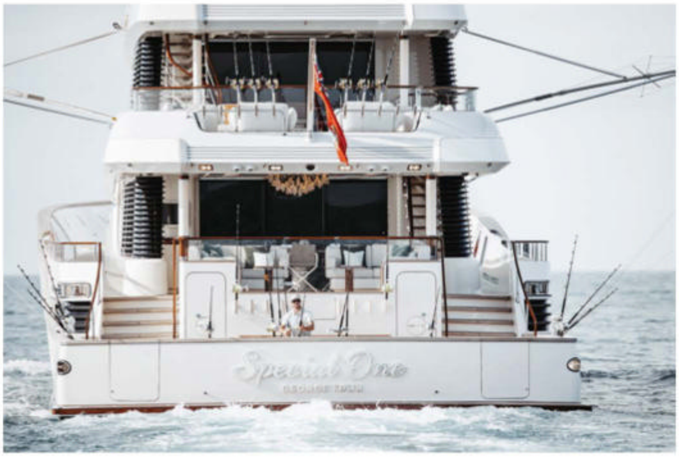


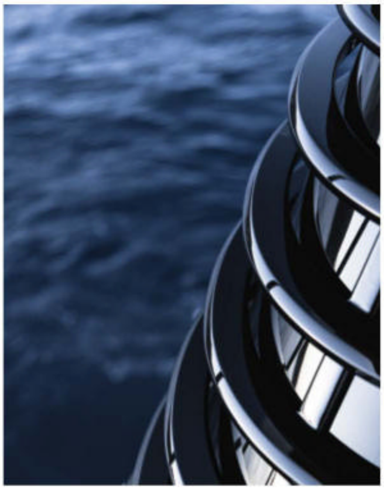
>>

12%

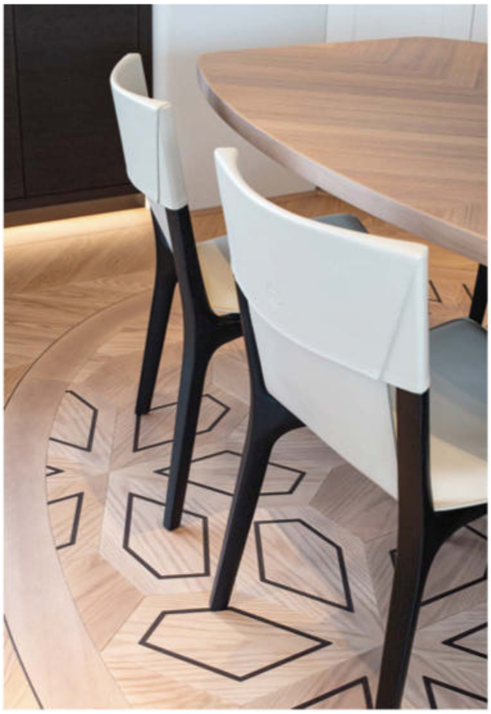
Weight savings of building in Alustar aluminum, compared to standard aluminum







From the sinuous handrails to the windows cut in the shape of a Japanese knife and the detailed interior decor, *Special One* is far from your typical sportfisher. But with a fully stocked fishing complement and immense power, she performs just as you'd expect a sportfisher to — and then some

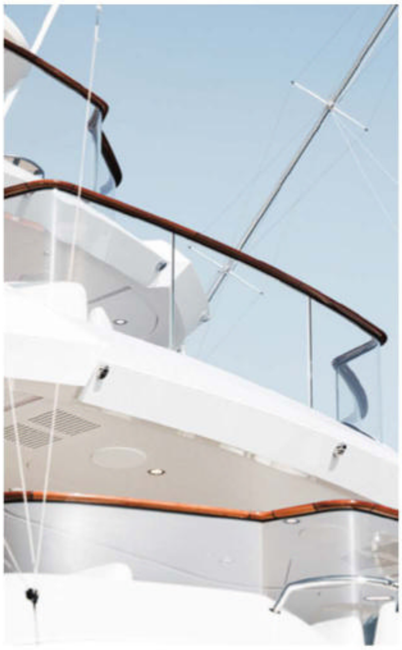


33 IN

Diameter of the American walnut tree used for the walnut veneer

237 PIECES

Number of individual pieces of parquet floor laid under the dining table



Special One

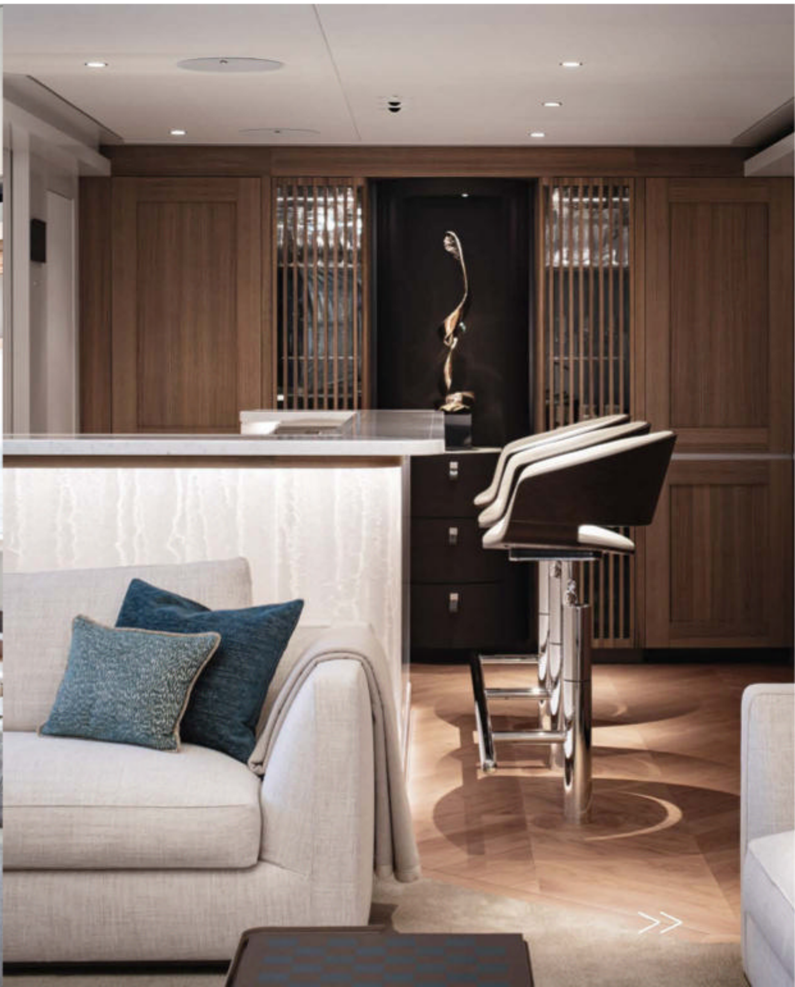
>>

standard on sportfishers, like the owner's Viking. In true "sportfisher on steroids" fashion, *Special One* offers not just one but multiple aft decks overlooking the fishing cockpit where guests can sit and be a part of the excitement as a catch is reeled in.

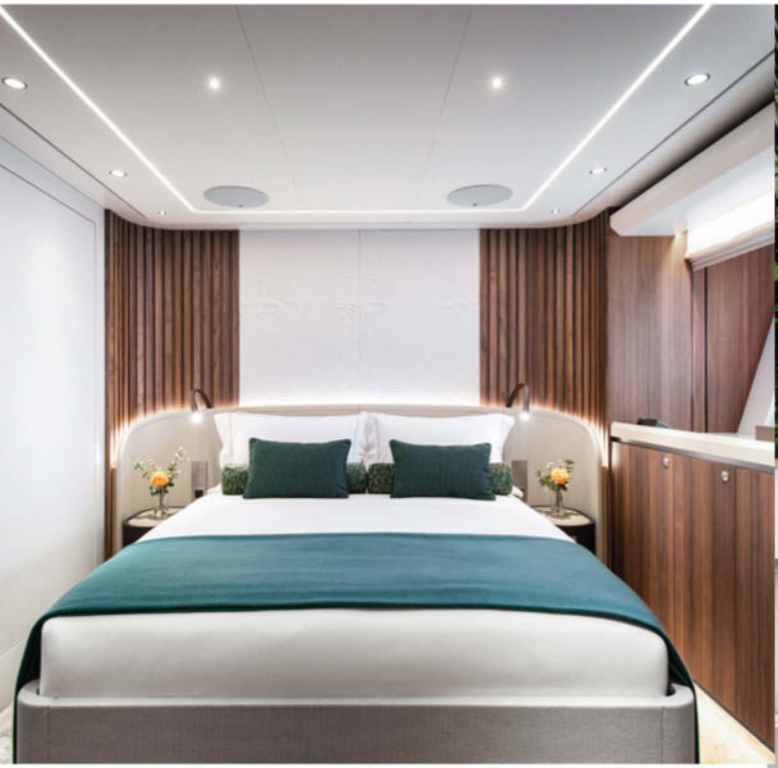
"It was imperative to carve out areas that enable guests who are not fishing to still be very much within the action with a front-row seat just steps away from the cockpit," Pascarelli says. The first of these is found in the main deck aft, where there's not only a large table for gathering but also a pair of aft-facing sofas that overlook the cockpit below; enclosed by glass beneath the handrail to avoid disrupting the view, it's dubbed the "sky box." The aft sections of the four decks above this all make excellent viewing platforms as well. With helm controls, the tuna tower's true purpose is to aid in fishing by providing a high vantage point to scan the water, but it also welcomes guests who aren't afraid of heights.

Down in the cockpit, you can really appreciate *Special One*'s super-sized proportions, like the cap rail more than one foot wide and the large baitwells and live wells. The crowning jewel of the 300-square-foot fishing cockpit is a state-of-the-art fighting chair. The build team worked with Guigo Marine and Bush & Noble to inform on technical fishing elements, such as the fighting chair and a commercial-grade offshore fish finder. The view of the fish finder can be broadcast onto the television on the main deck aft, so everyone is in the know. Outriggers controlled in the flybridge pop out when it's time for fishing. *Special One* runs with nine crew, and fishing pros, ranging from tournament anglers to those with local knowledge, are

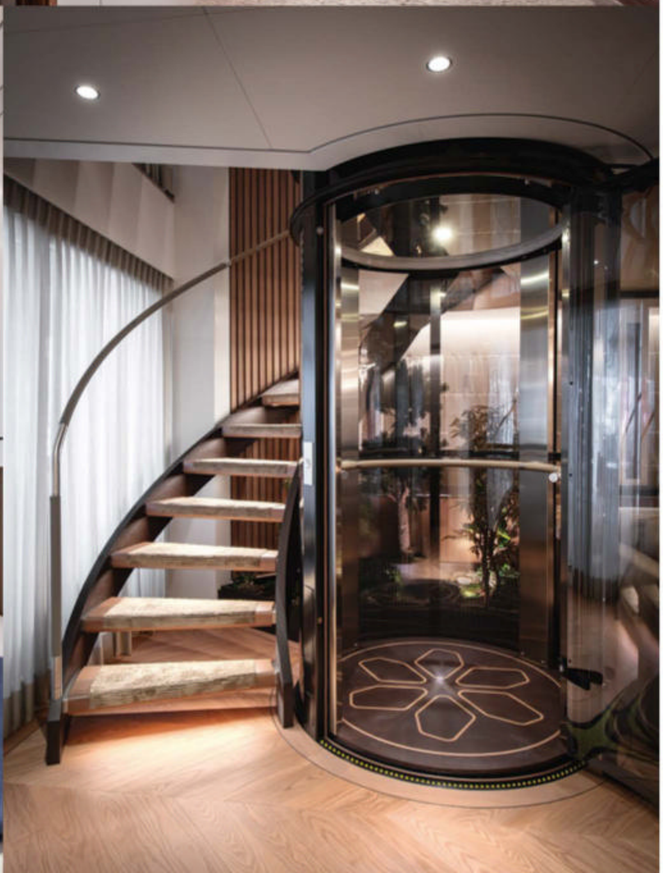
The sky lounge has an open-plan feel with an L-shaped bar, finished in backlit acrylic, set forward (below). There's wine storage for 300 bottles. Televisions throughout the vessel can connect to the fish finder and chart plotter so the owner and guests have access to all the stats no matter which deck they are on



>>



Beds are hugged by curved leather headboards in a light gray. The wallpaper behind the beds in the guest rooms (above and below right) is designed to look like drawings made in sand. The forward main-deck owner's cabin (right) enjoys views over the bow. Marble in the bathrooms is all honeycomb-backed for weight savings



brought on board during the owner's fishing expeditions in the Mediterranean and the Arabian Gulf, between which *Special One* plans to split her time.

It's more than her sportfisher looks and acumen that make *Special One* so, well, special. She has a wealth of firsts on board, ranging from the first-ever vacuum elevator to be installed in a yacht, which uses pneumatic technology to create lift. It's all glass and takes a smaller footprint and uses less energy than a conventional system. *Special One* also has an innovative engine room heat-management system, which Vripack conceived to meet the yacht's demanding cooling requirements for conditions in the Middle East (113 degrees Fahrenheit and 60 percent humidity). Beyond the high outdoor temperatures, at full load the V20 engines alone radiate 160kW of heat each that needs to be controlled. Vripack invented a system that directs 636,000 cubic feet per hour of outside combustion air directly into each main engine.

"The engine room ventilation is through separate ducts with fan coils cooling the inside of the engine room," Bouwhuis explains. "Any alternative solution would have resulted in massive loss of interior space due to the required additional air trunks and ducting."

Inside, *Special One*'s interior is welcoming and easy-going, per the owner's brief, which asked for styling that was sporty-meets-yachting luxury. "There's no bling, no overt glamour and no overkill on the detailing," Bouwhuis says. The joinery is relatively clean, with few fiddles, and there's a nice contrast between the lighter-toned surfaces of paint and fabric and the rich open-grain walnut joinery.

The guest areas are perfectly formed to maximize the space allotted in the limited interior volume. The main salon has the typical lounge and dining area, just on a smaller scale. The sky lounge is a den of relaxation, with ample seating and an L-shaped bar. The works of art, such as the fighting fish sculptures by Lalique in the main salon and the underwater paintings from Béatrice Prost on the dining room's forward bulkhead, give a nod to the sea.

"*Special One* is a fusion of extreme sportfishing capability and superyacht luxury," Timmerman says. "Its ability to perform like a tournament sportfisher, reaching 30-plus knots with alertness, while providing the comfort of six luxury decks and world-class amenities is unparalleled. She is the perfect expression of pushing boundaries."

Special One handles like a speedboat, parties like a rock star and fishes with the best of them, all within luxurious confines – this is a very special yacht indeed. ◻

>>

SPECIAL ONE

ROYAL HUISMAN

OBSERVATION DECK

FLYBRIDGE

BRIDGE DECK

SKY LOUNGE DECK

MAIN DECK

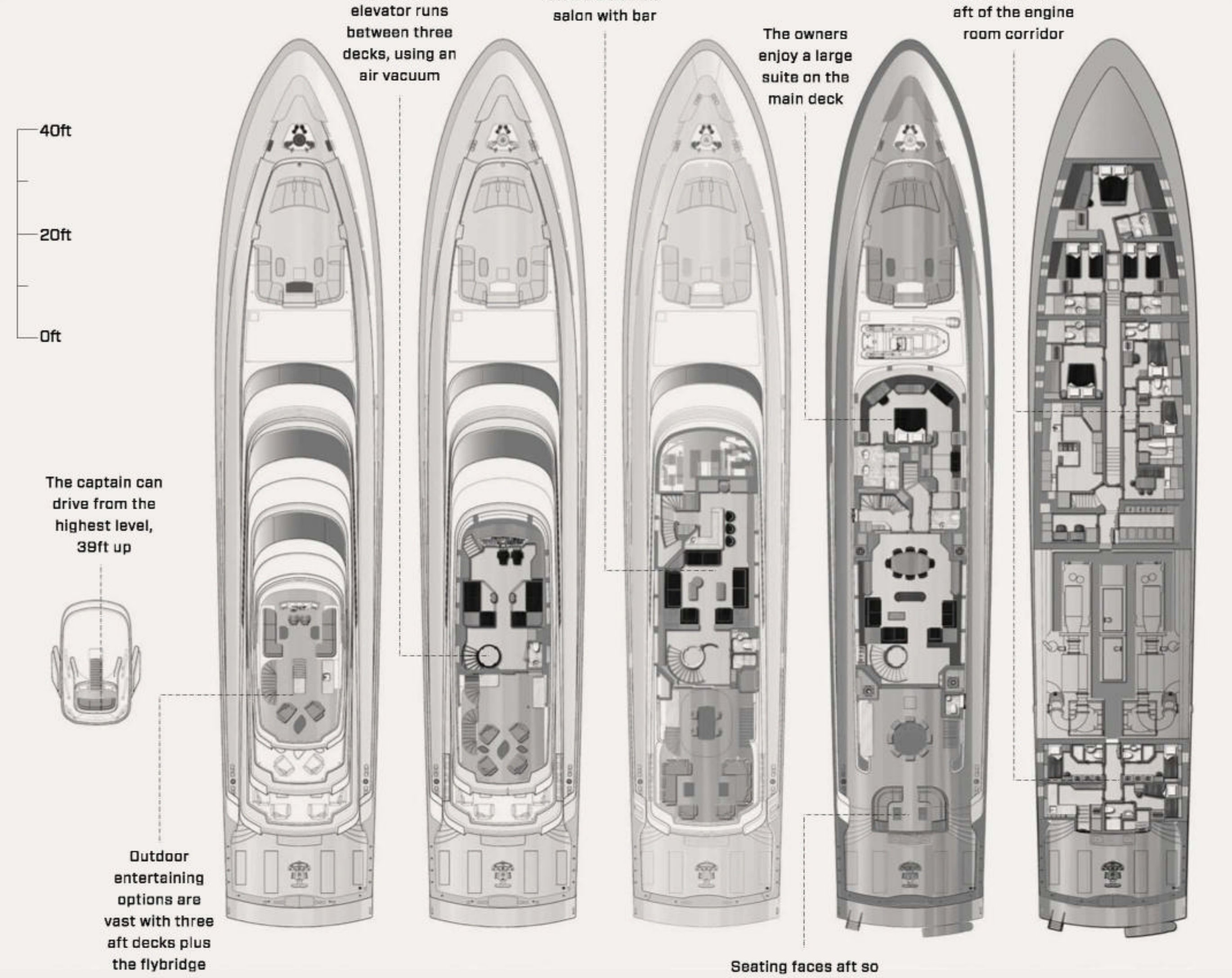
LOWER DECK

A pneumatic elevator runs between three decks, using an air vacuum

One level up offers a second salon with bar

The owners enjoy a large suite on the main deck

Crew are housed fore and aft of the engine room corridor



The captain can drive from the highest level, 39ft up

Outdoor entertaining options are vast with three aft decks plus the flybridge

Seating faces aft so guests can watch the fishing

LOA 170' 7"

LWL 157' 6"

Beam 32' 2"

Draft 9' 2"

Gross tonnage
<500GT

Engines
2x MAN 20V 175D-ML+

Generators
2 x 180kW Zenoro

Stabilizers
2 x VEEM gyrostabilizer

Speed (max/cruise)
30+/14 knots

Fuel capacity
12,416 gallons

Freshwater capacity
2,642 gallons

Tender
16' Williams 505

Owners/guests 10

Crew 9

Construction
Aluminum hull and superstructure

Classification
Lloyd's Register SSC

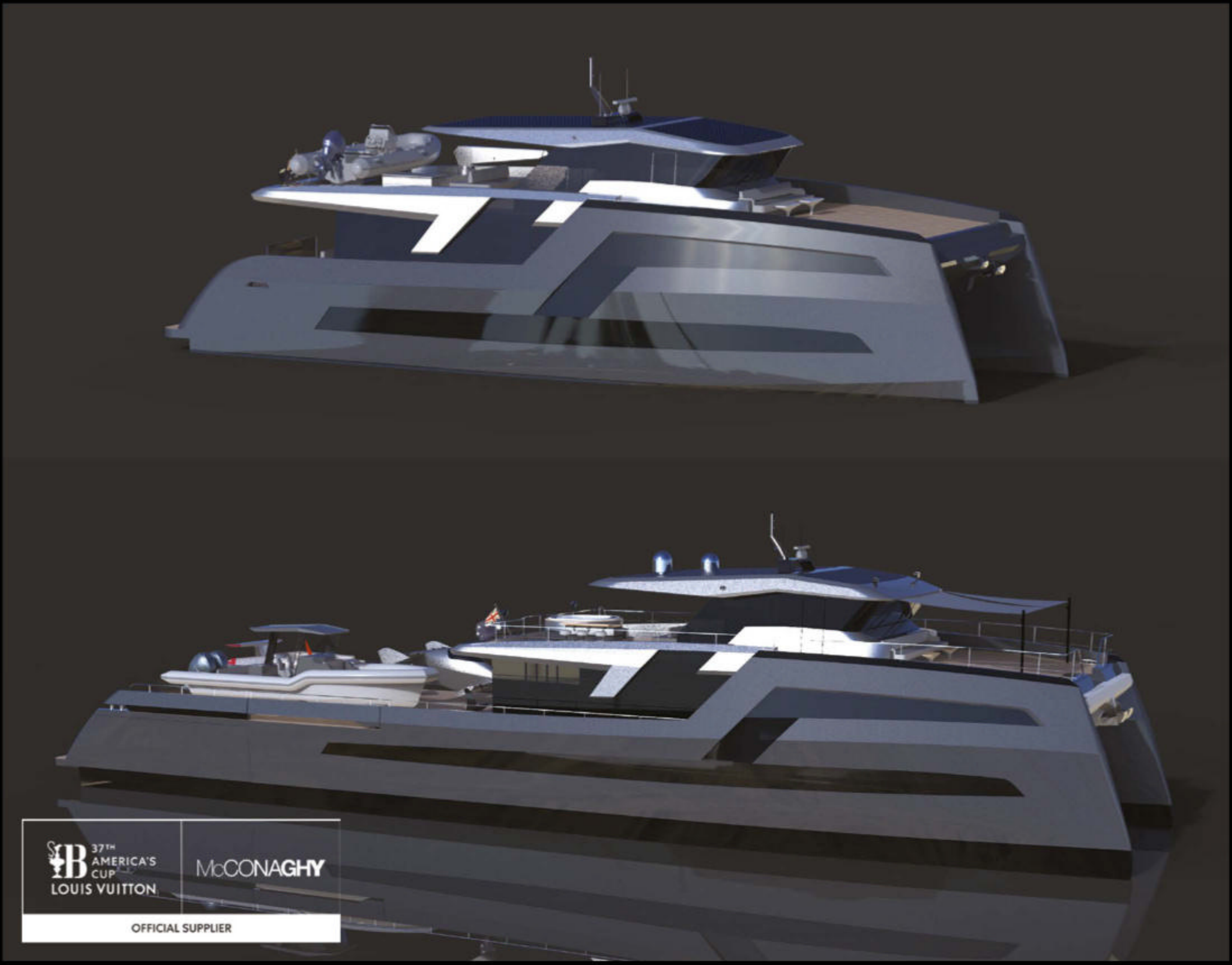
Naval architecture
Vripack

Exterior and interior design
Vripack

Builder/year
Royal Huisman/2024
Vollenhove,
the Netherlands

+31 (0)527 24 3131
yachts@royalhuisman.com
royalhuisman.com

McCONAGHY



For over five decades, McConaghy has dominated the world of high-performance yachting, pioneering composite advancements that have redefined sailing itself. With 80 podium finishes at the prestigious Rolex Sydney to Hobart regatta, McConaghy has eclipsed every other yacht manufacturer in the industry.

As leaders in custom and semi-custom luxury-performance yachts, we offer a bespoke range tailored to the most discerning sailors. Whether it's cutting-edge design or precision engineering, McConaghy delivers yachts that set new standards in both luxury and performance.

We are proud to unveil the MC82X and MC131X, two models from our groundbreaking Explorer range. These exceptional vessels redefine superyacht versatility, combining unparalleled range, reliability, and the capability to navigate even the most remote corners of the world's oceans. Designed for discovery and adventure, the custom and semi-custom X yachts seamlessly integrate luxury and functionality, boasting robust construction, expansive storage for tenders and toys, and a suite of features crafted to deliver unmatched comfort and enjoyment on extended voyages.

Discover the future of yachting and let us turn your seafaring dreams into reality at **www.mcconaghyboats.com**

SAILING: MC55 MC62 MC68 MC75 MC86 MC86C MC100 MC115
POWER: MC63P MC82P MC82X MC86GT MC115PLATINUM MC131X

PALM BEACH
INTERNATIONAL
BOAT SHOW

MARCH
19-23

PBBOATSHOW.COM

Goslings

STELLA ARTOIS

MARINE INDUSTRIES
ASSOCIATION
OF PALM BEACH COUNTY, INC.

informa markets

BOAT INTERNATIONAL'S GUIDE TO THE FINEST BOATS BETWEEN 40 AND 80FT

40/80

SMALL WONDERS

The latest launches from the world of more petite boats, from eco-minded speeders to capacious comfort cruisers

- **SUMMER LOVIN' ON THE WALLYWHY100**
- **PARDO GT75: LEANING INTO LA DOLCE VITA**
- **ZEELANDER 8: SUPREME STYLE AND COMFORT**
- **SUSTAINABLE THINKING ON AZIMUT'S SEADECK 6**

PHOTOGRAPHY: WIDER YACHTS

40/80 NEWS

From sport speedsters to pocket passage makers, Sam Fortescue and Cecile Gauert *bring us the newest players under 80ft*

Nordhavn 71

One of the largest boats in this section, this new Nordhvan, built in molded fiberglass in Taiwan and finished in California, can accommodate up to four cabins over four decks within a footprint of just 72ft. Fitted with a bulbous bow, it burns just about a gallon a mile at 8.5 knots, so with its 4,500-gallon fuel tanks and twin 250-horsepower John Deere engines, it offers great range. As a passage maker, it also offers a well-protected cockpit, well-placed nav stations and a fully equipped flybridge console. Walnut, cherry or teak are available for the interior as well as two different layouts. Already on hull No 5 (ready in late 2025), Nordhavn expects to build many more of this high-volume yet compact long-range cruiser. *nordhavn.com*

The Grand Banks hull form minimizes drag while enhancing buoyancy, stability and lift

Grand Banks GB62

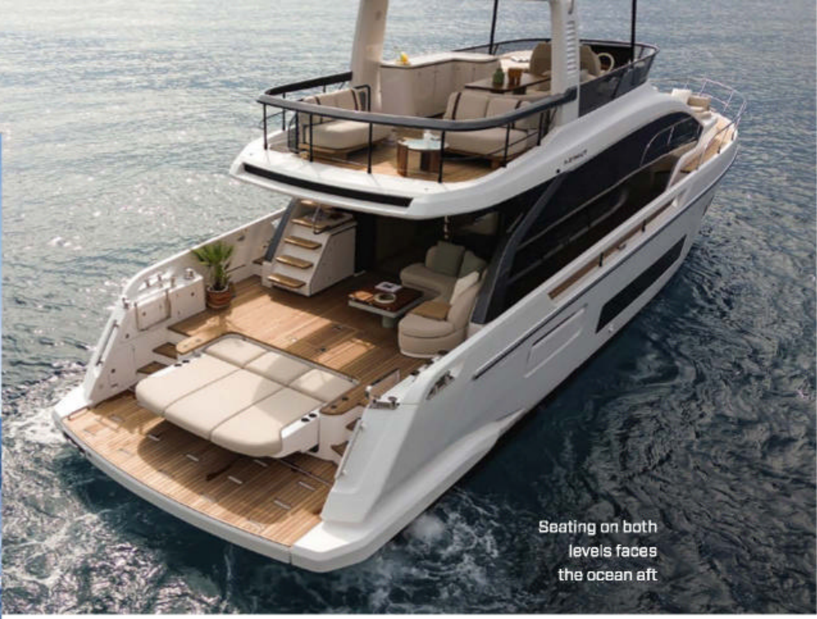
The latest from Grand Banks, the GB62 is capable of impressive speed and range for its size. It cruises at 28 knots but tops out in the mid-30s with the 1,000-horsepower engine option. Range at 10 knots is around 2,000 nautical miles. The hull is designed with V-Warp technology, developed from the chief designer's ocean racing experience. Choose between a flybridge or a skylounge on the top deck, with room for tender stowage, and sleep in a king bed in the owner's cabin. *grandbanks.com*

Cruisers Yachts 57 FLY

For its flagship built right here in the US, Cruisers Yachts tapped superyacht designer Luiz de Basto. The idea was to include high-level design details in the new flybridge model. It has succeeded, with an elegant, light-filled interior. Nice touches, like a side-deck bar, full coverage on the top deck and a generous swim platform, add fun versatility to this four-cabin, 32-knot flybridge boat, powered by a D11-950 IPS Volvo Penta package. *cruisersyachts.com*

Luiz de Basto lent his superyacht touch to the 57 FLY

Depending on the engine, the Princess F58 can reach speeds of up to 34 knots



Seating on both levels faces the ocean aft

Azimut Fly 62

And now for the Italian take on the flybridge, Azimut has introduced its Fly 62. Styling it as an "SUV of the seas," Alberto Mancini has given it a bold new horizontal hard top. The "beach cockpit" is a highlight, with the aft sofa sliding out and down as the aft platform opens. The restrained interior places a premium on unobstructed passageways and sightlines. Accommodations include an owner's suite plus three en suite cabins. *azimutyachts.com*

Princess F58

From British builder Princess, the new Flybridge 58, which debuts at Boot Düsseldorf, marries a large social space up top with a sleek profile. The flybridge has room for dining, seating, a wet bar, electric barbecue and convertible sunpads, and of course, a full helm station. Princess calls the aft platform a mini beach club, and it also has decent transom storage and a foredeck terrace. Accommodations include a full-beam owner's cabin, two twin and double cabins, plus a crew cabin aft. *princessyachts.com*

PHOTOGRAPHY: EMRE BOYOGLU; JEFF BROWN; NORDHAVN

Sirena 48 hybrid coupe

Launched in January 2023, the Sirena 48 has sold well – emboldening the yard to engineer a serial hybrid version of the three-cabin yacht. It offers the same flexible accommodations as the standard, but with twin E-Motion motors and up to 156kWh of battery capacity propelling the boat up to 24 nautical miles at 6.5 knots. Diesel generators can extend the range, and there are 4.2kW of solar panels on the coachroof. *sirenayachts.com*

A coupe-style coachroof has replaced the open-air flybridge on the Sirena 48

>>

The Horizon V77 CMY is a blend of comfort and functionality

Horizon V77 CMY

Horizon's new V77 is a looker, based on the original V68 by yacht designer Jonathan Quinn Barnett. Built at Horizon's Vision yard in Taiwan, it showcases the brand's emphasis on interior volume. What distinguishes the V77 is its spacious fishing-friendly cockpit with twin live wells and rod holders. It can be enclosed for passages or open for recreation near the water and under the sun. With the wheelhouse on the upper deck, the light-filled main deck features an open plan with a galley, bar, sofas and dining space. Two double and two twin cabins share three heads below, while the crew cabin has its own exterior access. Hull No 1 of the V77 is in Seattle at Horizon's new Pacific Northwest base. *horizonyacht.com*

Sunseeker Manhattan 68

Chief exterior improvements on the re-imagined Manhattan 68 — a successful model for Sunseeker — include a new superstructure profile, more flexible flybridge seating, a new instrument console, more robust exterior upholstery and a privacy screen in the aft cockpit. Design Unlimited has introduced a more configurable interior, from four cabins to three with a grander entrance to the owner's suite. Performance remains central to the brand, with speeds up to 32 knots. *sunseeker.com*

SAILING

Modern and ultra-stylish boats that don't compromise on sailing performance

The Contest 63CS is designed to be owner-operated with shorthanded sailing systems, including either carbon or aluminum rigs with in-boom or in-mast reefing

CNB 62

Since its acquisition by Solaris Group, CNB has concentrated on customizable boats. The 62, designed by Philippe Briand for fast cruising with a shorthanded crew, is the fleet's smallest and newest. Briand's hull form guarantees the balance that makes helming a pleasure as well as lots of interior volume for up to three comfortable cabins. The salon is open plan with lots of natural light and the galley is huge. A drop-down bathing platform and a tender garage add to the convenience. An arch feature above the cockpit keeps lines out of the way. *cnbyachts.com*

PHOTOGRAPHY: SUNSEEKER INTERNATIONAL; SAILING ENERGY; LEONARDO ANDREONI; STUDIO RESKOS

The CNB 62's helm stations were moved forward and integrated with the living areas

Contest 63CS

Oceangoing pedigree from Dutch yard Contest finds new levels of performance and styling, thanks to a collaboration with judel/vrolijk & co on the hull and Wetzels Brown Partners on the interior. The cozy central cockpit creates volume for a vast en-suite owner's cabin aft, without sacrificing usable deck area above it. Choose from three or four cabins, including two VIPs forward of the mast, plus a skipper's berth in the forepeak. Sailing at easy speeds of eight to 10 knots yields decent passage times in comfort and safety. *contestyachts.com*

GO ECO

Models with fuel efficiency and clean emissions-free power

Ferretti Infynito 80

Energy-efficient elements of this design, like the hull, make it possible to reach 22 knots in semi-planing mode but also achieve a 1,000-nautical-mile range at an 11-knot economical cruising speed. Natural and recyclable materials inside the boat, as well as 3.4kW of solar panels and a huge battery pack that powers a silent night at anchor, give this boat some eco cred. An award-winning "all-season terrace" and large beach area make it enjoyable in daytime, while the large owner's cabin and three guest cabins make for comfortable nights. *ferretti-yachts.com*

Electric propulsion adds another sustainable element to the 80 Café racer

Baltic 80 Café Racer

Baltic is scaling up the successful luxury daysailer concept of the 68 Café Racer to Maxi level. Designed by Javier Jaudenes, the new 80's lines are uncompromisingly modern and promise plenty of power. Living space will be even larger, with a huge cockpit and space below to overnight in comfort. Baltic also promises even more speed and exhilaration with minimum bother. Electric propulsion is a key feature. The first hull is sold and in build. *balticyachts.fi*

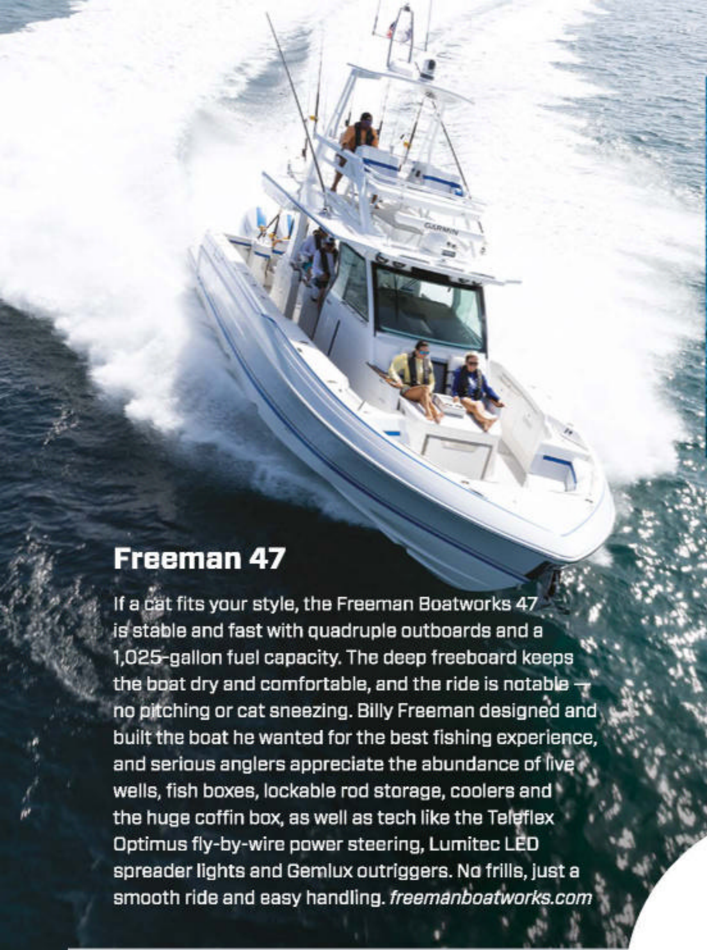
Omikron OT60

Greece's seagoing tradition is the inspiration behind the OT60. Omikron calls the OT60 a sailing boat without sails because this hull has been tuned by raceboat designer Juan K for optimal performance at 12 knots, where it offers astonishing fuel economy. The hull is spacious and broad, creating relaxed living conditions. Glass floods the interior with light, even on the lower deck, with the double-height galley and dinette. Choose between two cabin configurations: a six-berth owner's version and an eight-berth club version. *omikronyachts.com*

>>

Gone fishing!

Marilyn DeMartini *rounds up some of the best and newest options for a day of fun*

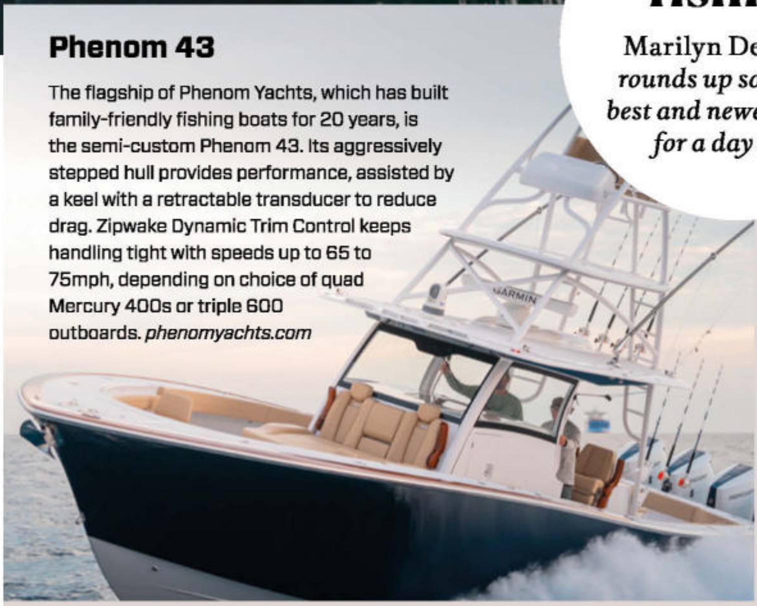


Freeman 47

If a cat fits your style, the Freeman Boatworks 47 is stable and fast with quadruple outboards and a 1,025-gallon fuel capacity. The deep freeboard keeps the boat dry and comfortable, and the ride is notable — no pitching or cat sneezing. Billy Freeman designed and built the boat he wanted for the best fishing experience, and serious anglers appreciate the abundance of live wells, fish boxes, lockable rod storage, coolers and the huge coffin box, as well as tech like the Teleflex Optimus fly-by-wire power steering, Lumitec LED spreader lights and Gemlux outriggers. No frills, just a smooth ride and easy handling. *freemanboatworks.com*

Intrepid 41 Panacea

Intrepid's 41 Panacea sports updated looks and performance. With a new hull (both larger and beamier), a hardtop, updated console, and a larger swim platform, it provides more seating and more room for fun and fish front and back. If need be, a cabin with V-berth with a full wet head ensures comfortable overnights. A summer kitchen (or tackle station) complements fishing amenities like twin live wells, a huge cockpit and a fold-down rear bench seat. Triple Mercury V12 600-horsepower outboards make it punchy. *intrepidpowerboats.com*



Phenom 43

The flagship of Phenom Yachts, which has built family-friendly fishing boats for 20 years, is the semi-custom Phenom 43. Its aggressively stepped hull provides performance, assisted by a keel with a retractable transducer to reduce drag. Zipwake Dynamic Trim Control keeps handling tight with speeds up to 65 to 75mph, depending on choice of quad Mercury 400s or triple 600 outboards. *phenomyachts.com*

Axopar 29 CCX

The Axopar 29 CCX is an excellent tender for all types of sports, thanks to its spacious cockpit, sturdy hardtop with solar panels and generous hatches for luggage, water toys or fishing gear. Live wells, rod holders, a T-top and a tackle station add to the fishability. Axopar offers many modular options to match the boat to sport or lifestyle, including single or twin Mercury engines. *axopar.com*

Formula 457 CCF

Formula's 457 CCF is a fishing beast in a cruiser design. From the console back, it is meticulously planned for every angler's comfort. Cruising creature comforts include plush upholstery and strategically placed air-conditioning. Plenty of storage, easy access and wraparound platform make it user friendly. Triple Mercury 600 V12s provide power for quick arrival at a favorite fishing hole, where the successful angler will appreciate the fish box with ice maker or an optional grill to cook the catch. *formulaboats.com*

WiderCat 76

Luca Dini has penned an aggressive non-linear form, which makes this boat stand out but also provides the volume necessary for a bright, woody interior. The owner's main deck cabin has a queen bed and there are three more guest doubles below. Outside space is extensive, with a semi-closed upper deck and twin cockpits (fore and aft). The power train uses traditional diesels and shaft drives but eschews high speeds. *wider-yachts.com*

A 34ft beam gives ample deck space on the WiderCat 76

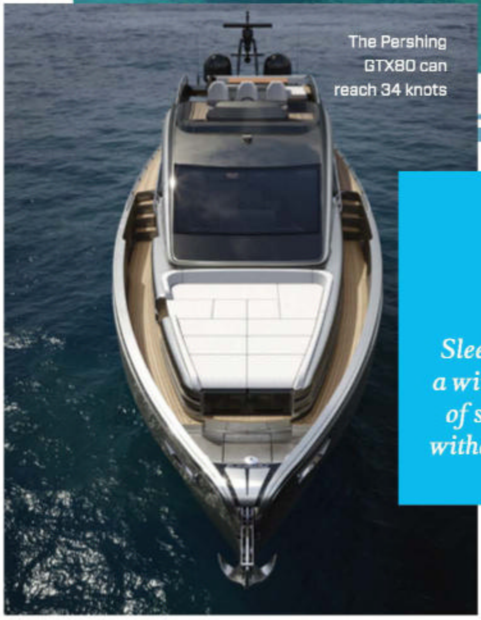
CATAMARANS

Stylish multihulls with stability, spaciousness and shallow draft for easier exploration

The EIGHTY2 has almost 600 sq ft of deck space

Lagoon Eighty2

Lagoon has been successful with its semi-custom catamarans and the new EIGHTY2, the largest yet, hits the water in 2025. It combines groundbreaking low-carbon construction materials with features found on larger monohulls, including a fold-down terrace for the owner's cabin and a 240-square foot platform. With twin helm stations on the flybridge, and fore and aft cockpits plus a large salon, there is lots of social space and room for up to four guest cabins. *catamarans-lagoon.com*



The Pershing GTX80 can reach 34 knots

SPEED

Sleek designs offering a winning combination of style and handling without sacrificing speed

Pershing GTX80

A muscular yacht with powerful performance, the new GTX80 is also stuffed with features. Highlights include a 250-square-foot sundeck with pilot seats that have a ringside view at 34 knots. Fold-down aft wings and a transformer platform facilitate sun worship and watersports, while there's a bar and lots of lounging in the salon. A chic, industrial interior finish gives it the feeling of a big boy's toy below. *pershing-yacht.com*

The WiLder 60 has Wider's signature high performance and superyacht finishes

WiLder 60

The WiLder 60 lives up to its promise of offering a customizable "40-knot platform for fun." Sports supercar looks come complete with stitched leather wheel and matching trim. Outdoor living and throwing up a rooster tail are the boat's main purposes of the boat, but it has a capable interior with three cabins and even a simple galley. An outboard version, packing four Mercury Verado 600 motors for speeds over 40 knots, is in the works. *wilder-yachts.com*

PHOTOGRAPHY: INTREPID; SPORTSMAN BOATS; FORMULA BOATS; WIDER YACHTS

HERE'S WHY

The new wallywhy100 answers competing demands in a neat, angular package. *Sam Fortescue* steps on board for a finely honed on-water experience

PHOTOGRAPHY GILLES-MARTIN RAGET

Some boats are more demanding than others. They call on fine handling skills or experience behind the helm. The new wallywhy100 is not one of those. But it is a yacht that makes demands. "Watch me!" is one, and you'll notice people's heads turning wherever you approach. It also calls on you to relax. As we skim across the Bay of Cannes in the timid morning sunshine, there is an almost magnetic attraction to the wallywhy's many sunbeds.

Wally's outgoing managing director Stefano de Vivo explains that the "why" moniker stems from the wide GRP hull, which is the secret of the boat's great volume and stability. On this model, the 70ft length and almost 19ft beam delivers a generous 100GT of interior space. But there is more to it than that. "Why the wallywhy?" asks founder Luca Bassani with a glint in his eye, before reeling off a list of answers to that question.

Left: the opaque glass overhead and sliding glass side panels can create a single space that gets progressively more open moving aft. Above: there's a small forward lounge at the bow

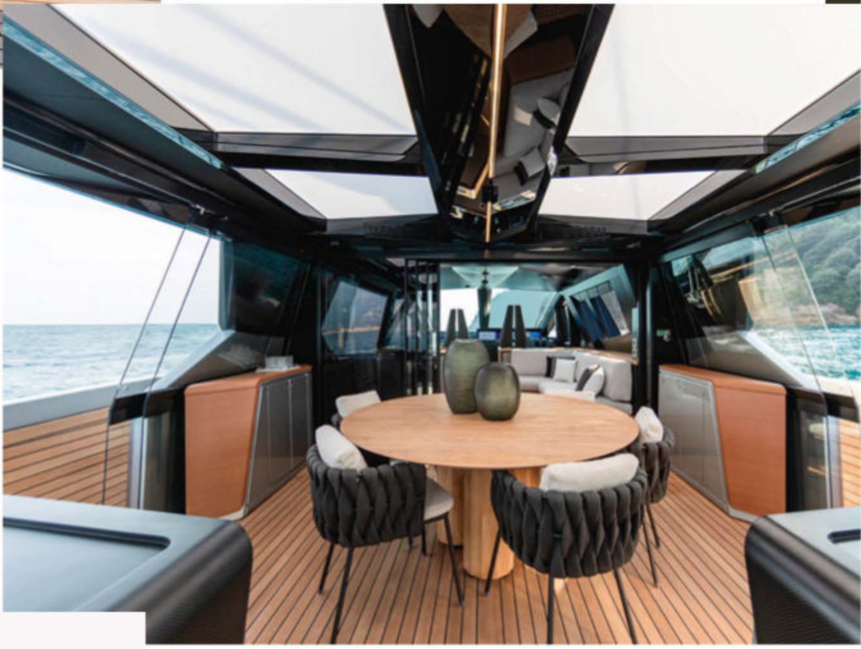
"It's a semi-displacement hull," he says. "We strongly believe in this concept to cruise at 20 to 22 knots – forget 30 knots, which is so expensive today. Then you can have a better hull to go through the waves, which in the end is the main problem we have to solve on a motor yacht."

I can attest to that wisdom as we reach full throttle comfortably in light seas. Packing the more powerful option of twin Volvo IPS1350 drives, the boat should max out at 27 knots, but with a crowd of us aboard, the needle stops at 24 knots. There's fun to be had swinging the wheel from one side of its range to the other, enjoying the feel as the boat rocks smoothly from one banked turn into the next. But it's not slaloming – no rooster tail ride. No one told the seat designer, however. Wally has endowed the helm and pilot positions with outstandingly sporty split-back bucket seats, as quintessential as the starship glass superstructure. It's hard to believe these pieces of tall, angular functional art will fit the curves of the back, but the comfort is undeniable as the seascape flashes by.

I, however, was drawn to the huge sunloungers by the aft platform, just above the water. Wally has thoughtfully inclined them in the middle and set carbon-fiber drinks holders close at hand. We're in the superstructure's wind

>>

Left: a SportJet 345 can fit on the hydraulic aft platform, or it can be garaged under a sunpad in place of the chaises longues. Above: most of the crew space is given over to the compact but well-equipped galley



shadow back here, while the high bulwarks deflect spray into a fine rainbow mist, so it stays bone dry and remarkably peaceful.

White water emerges in two silent, screaming sheets from beneath the transom, clashing into a towering wake. It recedes as the throttle goes right forward and the boat edges up to full speed. But even when someone over-enthusiastically brings the boat to a sudden stop, the stern rides calmly up over its own wake and I easily avoid a swamping. At anchor, the platform gets even larger thanks to fold-down wings.

There's another fine perch in the small forward lounge. It's naturally breezy at 20 knots, but in the clement conditions, it flies high above the waves. The bulwarks are surprisingly low here, but the high explorer-style bow – slightly reversed in an echo of the larger wallywhys – combines with the deep spray rail to ensure that not a drop of brine reaches the foredeck.

These outdoor spaces are a key part of the wallywhy100's appeal. The main deck goes on and on, much of it under the dappled shade of the hard-top and with optional glass sides. "Today the market wants this," Bassani says. "People want to be outdoors – al fresco – but they no longer want to spend so much time under the sun. That's why we moved the wheelhouse so far forward, so as to have this area as big and long as possible."

WALLYWHY100

LOA 70' 5"
MAX BEAM 18' 10"
DRAFT 5' 7"
DISPLACEMENT (laden) 61.2 tons
ENGINES Volvo Penta IPS 1350
SPEED (max/cruise) 27/24 knots
FUEL CAPACITY 1,215 gallons
FRESHWATER CAPACITY 236 gallons
PRICE POA

The first two boats were sold in winter in Venice, when glass doors and sliding panels felt like a good way to keep the heat in. But for summer use in the Med, you could just as well do away with it all. Our test boat has fully enclosed seating behind the helm station, then opens up onto an elegantly slim round table with armchairs for six, matching cabinets and a pair of chaises longues leading aft to the sunbeds.

The one fixed feature is the high-tech carbon lattice structure of the hardtop, with its opaque glass panels. "We don't want to have direct sun coming through and making everything too hot, but we want to keep the light," Bassani explains. "It's the same kind of light as you get through cotton. We've been using this on the tenders, but at this size you can really appreciate it."

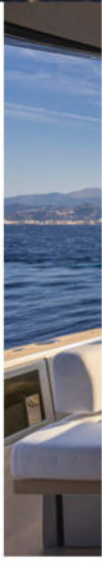
It's fun swinging the wheel from one side of its range to the other, enjoying the feel as the boat rocks smoothly from one banked turn into the next

As we head back to the marina, I pad below to explore the accommodations and am surprised by how quiet and calm it is. Wally has done a very good job of damping the noise and vibration from the big IPS drives. There are three bright en suite cabins in total, but the owner's berth dominates, filling the full beam amidships. Its en suite is separated by a smartglass wall on the port side, which gently turns opaque at the touch of a button. It's a classic Wally play: all the natural light benefits with a level of privacy to suit the owner – delivered by technology. Two crew are the standard complement, typically a captain and a hostess. Their domain is in the bow, down a discreet stairway opposite the helm.

All the ingredients are here to make a capable weekender. From comfy cabins to the 360-nautical mile range at 22 knots; toy storage to wine storage. But I think Bassani sums up the wallywhy100's true vocation best. "She's a real party boat," he says. And when you add up all that flexible deck space and lounging possibilities, he's absolutely right. ◻

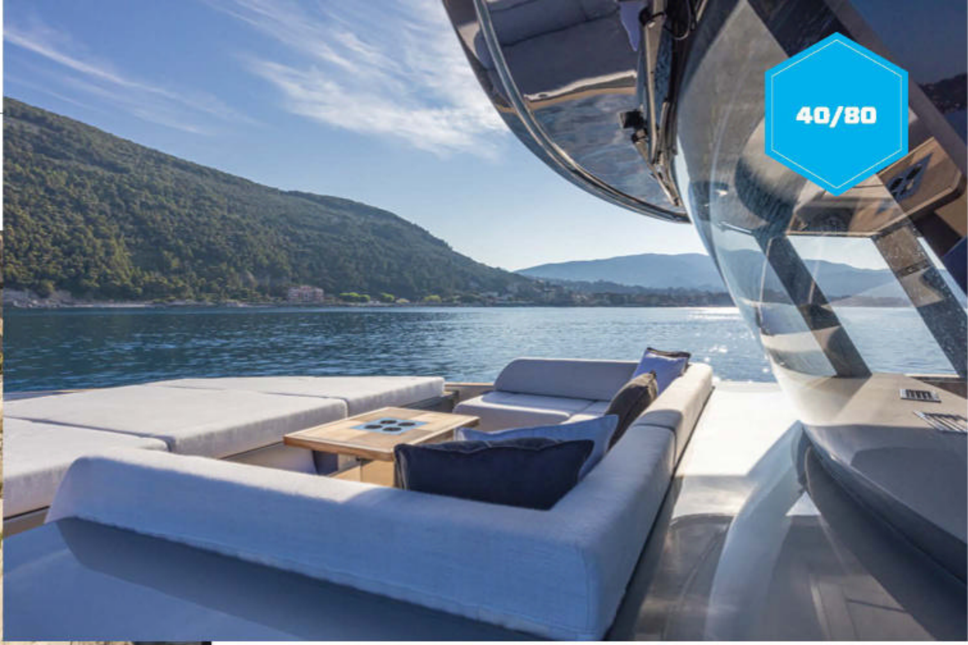
Interior design by A Vallicelli & Co matches Wally's exterior with a grayscale palette that runs from glossy white headlining to dark glass and carbon detailing. Wood paneling crawls up walls and across ceilings, with carpet underfoot

PHOTOGRAPHY ALBERTO COCCHI



MAKE A SCENE

Pardo's new GT75 crossover yacht is perfectly suited for leisurely voyages in La Dolce Vita style, *Gabrielle Lazaridis* says



With its sleek reverse sheer hull, forward-leaning cabin and distinctive windows, this bold design is undeniably striking

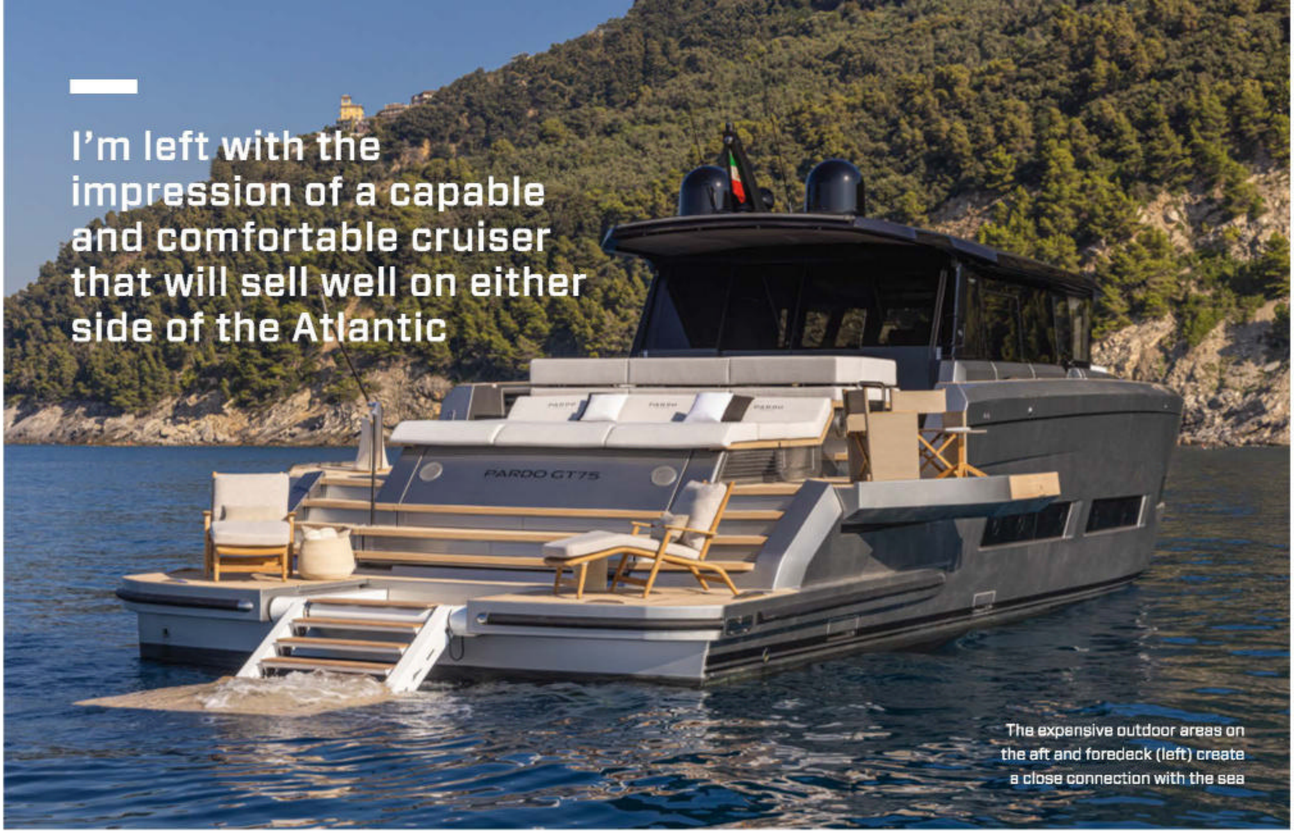
Inspired by the classic Gran Turismo automobiles pioneered in the 20th century, the new Pardo GT75 yacht practically begs for long, scenic voyages along a picturesque coastline. On a sunny day in Vieux-Port, Cannes, I board Pardo Yachts' 75ft flagship during its world premiere – and pause long enough to appreciate the yacht's commanding profile, penned by returning collaborator Nauta Design. A sweeping reverse sheer hull is topped by a low-slung, forward-leaning cabin and decorated with trapezoidal cabin windows, a combination that conveys a sense of motion even at rest. It is an eye-catching boat.

The new 75 follows Pardo's popular GT52 (with close to 50 units delivered since its release in 2022). It marks a significant step up in terms of onboard living space and interior volume while also catering to the needs of owners who want something oriented toward performance. "The original concept was to create a crossover between our Walkaround and Endurance ranges," says Rok Babarovic, business development manager of Cantiere del Pardo. "Many of our customers started asking us for something that is essentially still a dayboat but allows them to spend more time on the water, so we developed a range that really could deliver on all fronts."

Stepping on board, guests are welcomed onto the yacht's sprawling aft deck with a series of shallow steps leading from the swim platform, past the ample sunpad spread and up to the shaded cockpit with a C-shaped sofa and dining table. The area also features two unfolding side terraces for increased deck area and a multifunctional hydraulic platform that "allows guests to experience an even more complete and satisfying contact with the sea", Gigi Servidati, Cantiere del Pardo's chairman, says.

>>

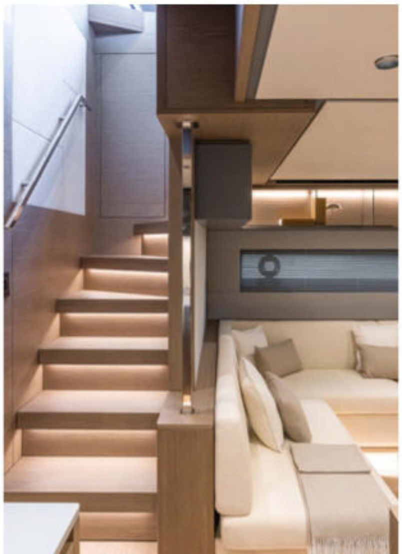
I'm left with the impression of a capable and comfortable cruiser that will sell well on either side of the Atlantic



The expensive outdoor areas on the aft and foredeck (left) create a close connection with the sea

The aft area also highlights the GT75's generous scope for customization. Remarkably, the standard version I'm on has room for a tender garage, which is hidden underneath the sunpads and revealed at the press of a button. Should you require additional deck space, the alternative "beach" arrangement dispenses with the sunpads and tender garage to create a more open platform with private access to the owner's cabin via a sliding glass door.

As we enter the main salon, Nauta Design co-founder Massimo Gino, who also oversaw the yacht's interior, explains how the design process integrated the outdoor and indoor living spaces. "The idea is to have owners experience the yacht as a villa on the sea," Gino explains. It's not a revolutionary concept, but the delivery on board the GT75 is tastefully done and creates a more open sensation than I've experienced on yachts of a similar size.



There are the yard's signature wraparound windows that open toward the rear, as well as a Venetian-style louvered roof and sliding doors opening on either side of the forward helm station. "If you want, you can make the GT75 very much into an open boat, but then when it's too hot or too cold, you close the space, turn the air conditioning on and enjoy the beautiful view," Babarovich says.

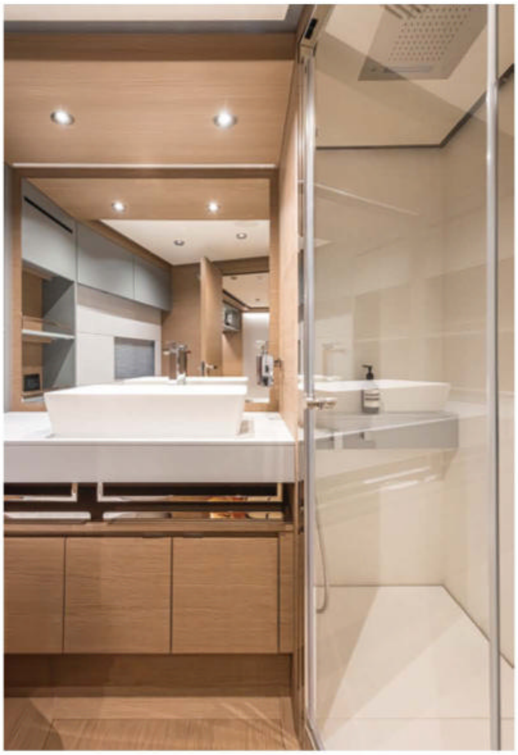
The yacht's grand tourer credentials come into focus as we make our way downstairs to explore the guest accommodation, which looks well-suited to longer trips. The aesthetic here shifts to a slightly lighter palette, with white oak veneers, cream color upholstery and lacquered accents giving the space a bright, cozy feel despite having minimal windows.

This first hull is laid out in the "galley-down" configuration (the "galley-up" version allows for one extra guest cabin) with a large country kitchen and lounge separating the forward VIP cabin and owner's suite aft. Both cabins make use of the yacht's full beam – rather an indulgence on a yacht of this size – without losing any space should the owner wish to option a third or even a fourth cabin.

PARDO GT75

LOA 75'
MAX BEAM 19' 8"
DRAFT 5' 5"
DISPLACEMENT 48.3 tonnes
ENGINES 3 x Volvo IPS 1050 (or 1350)
SPEED (max/cruise) 38/30 knots
FUEL CAPACITY 1,140 gallons
FRESHWATER CAPACITY 291 gallons
PRICE FROM €3.8 million

Despite not getting to trial the GT75, I get the sense from Babarovich that its performance capabilities are something that he's hugely proud of. "We were able to push this size of vessel to 38 knots," he tells me. "And not only that, the range at a fast-cruising speed of 30 knots is upwards of 300 [nautical] miles which, again, was important for our customers." Power on the GT75 comes from three 800-horsepower Volvo Penta IPS 1050 engines (with the option of upgrading to 1,000-horsepower IPS 1350s), which

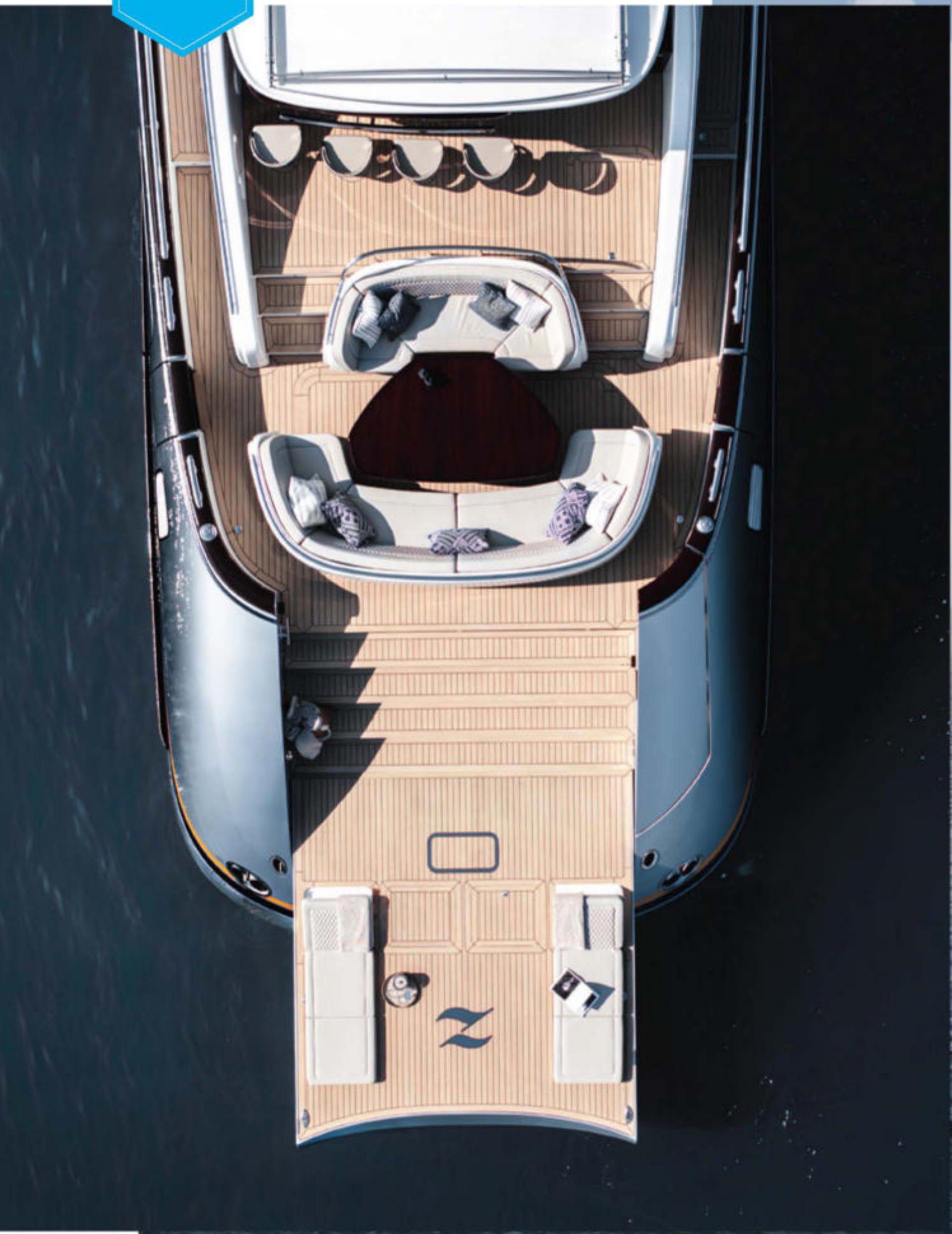


offer enhanced maneuverability and lower fuel consumption when paired with Zuccheri Yacht Design's optimized hull form.

My flying visit leaves me with the impression of a capable and comfortable cruiser that will sell well on either side of the Atlantic. In fact, it already is: at time of writing, Pardo has signed 12 orders from a global client portfolio and is already planning to up its production capacity from eight units of the GT75 per annum to 15.

As for what's next, Babarovic says the yard is already working hard to fill the gap between the two models with a GT65, but it's the mention of Pardo going even bigger that gives me pause. With a current flagship just shy of 80ft, it seems the yard may soon disrupt an entirely different industry segment – one that readers of this publication are particularly interested in... ☐

The Pardo GT75's interior aesthetic is luxurious and bright, with white oak veneers and lacquered accents throughout



PHOTOGRAPHY TOM VAN OOSSANEN

The Zeelander's transom transforms into a 130 sq ft platform. Above: there's plenty of room for toys in the port-side tender garage

GROWTH CURVE

Sensuous lines and cushioned comfort define the Zeelander line. *Sam Fortescue* finds the Dutch marque's new flagship true to type, with lavish volumes to boot

Tall reeds rustle where river water laps at their stems. Willows droop behind the green banks of the dyke and it's cold in a way that burrows down to your bones. This remote, rural part of South Holland feels far from the natural habitat for the yacht I have journeyed to meet. Nevertheless, this is home for the gleaming new Zeelander 8, the brand's flagship.

It is a mild irony acknowledged by Zeelander's founder and owner, Sietse Koopmans, when he tells me it is rare for a new yacht to stay in Dutch waters. "In the spring, we'll ship this boat down to the Mediterranean," he says. "The owner is a Dutchman – that's why the waterline is painted orange."

On the day of my visit, the boat is due to be lifted out and the mast removed so she can be backed into the paint booth for the winter. There is just time for a tour, which reveals the Zeelander 8 to be uncannily similar to her three smaller sisters, together forming a range that runs from 48ft to 79ft. Natural enough for a brand whose aim is to offer one single, sensuously turned design in a variety of sizes.

In the 25 years since Koopmans built his first

>>

Zeelander, the lines have barely changed, even if advances in glass and composites have permitted some cosmetic enhancements. Those lines are the work of designer Cor D Rover.

"It's an iconic, beautiful shape," Rover tells me. "It's just three or four lines, but there's a lot of continuity in them. I think it is the ideal shape – pretty now, and it still will be in 20 years."

If there's a timeless quality to the Zeelander form, it might be because his original inspiration came from the 1930s. "In those early days of streamlining it was all voluptuous curves, the use of stainless steel and new materials," Rover adds.

Just as much of the yacht's appeal lies in the detail, however, and that is Koopmans's domain. For instance, that elegantly raked transom swings smoothly open to offer a 130-square foot bathing platform, with integrated loungers. And the 14ft tender can be driven into a garage behind a shell door on the port side. Between the flared sides of that towering bow is a foredeck lounge that converts from informal dining to sunbathing at the touch of a button.

An oval handrail in gleaming stainless crowns the low bulwarks that curve from bow to stern. Like the bar in the cockpit and joinery all over the boat, dark Macassar ebony lends weight and presence, but nothing is quite as it seems: there is not a splinter of exterior wood. Instead, hand-painted composite and stainless steel mimic the grain of natural wood – even simulating the joints. The "teak" decking, meanwhile, is also a synthetic composite material. Why the subterfuge? Well, it is all about eliminating maintenance, down time and points of friction between the owner and the boat.

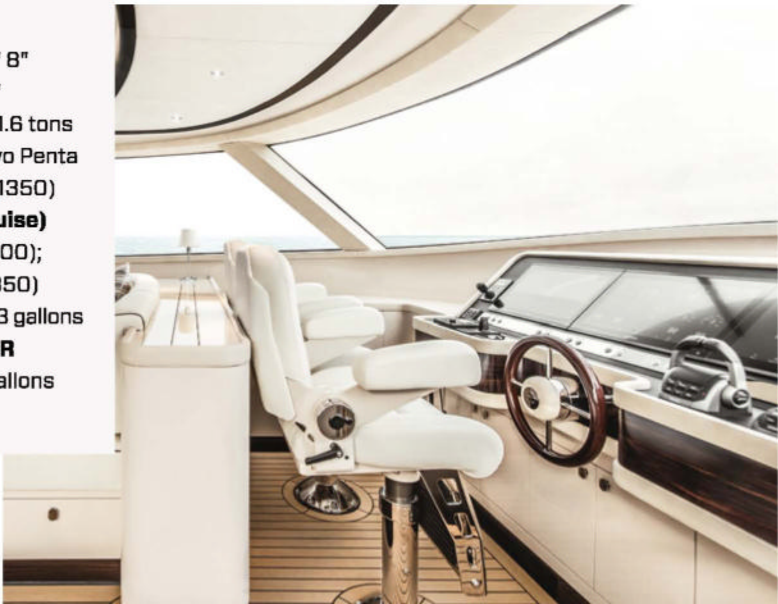
It's a different story inside, where teak flooring and natural leathers are prominent. Like all Zeelanders, the salon dominates the main deck, offering dining, lounging and a peerless helm station. Wraparound windows with minimal mullions offer an exceptional panorama, while opening aft windows and a vast sunroof can bring the outside inside – not something we're moved to try on a wintery Dutch day.

Where the Zeelander 8 diverges from its smaller siblings is in its volume, I discover. Headroom above and below is close to 7ft, while the leather-paneled stairs that curve below are broader than ever. There is

ZEELANDER 8

LOA 79'
MAX BEAM 21' 8"
DRAFT 5' 3"
DISPLACEMENT 81.6 tons
ENGINES Quad Volvo Penta D13-IPS 1200 (or 1350)
SPEED (max/cruise) 35/26 knots (1200); 40/32 knots (1350)
FUEL CAPACITY 2,113 gallons
FRESHWATER CAPACITY 528 gallons
PRICE POA

Hull No 1 has the standard galley, laid out unobtrusively in a cabinet along the salon's starboard side. Forward is the helm with wraparound windows

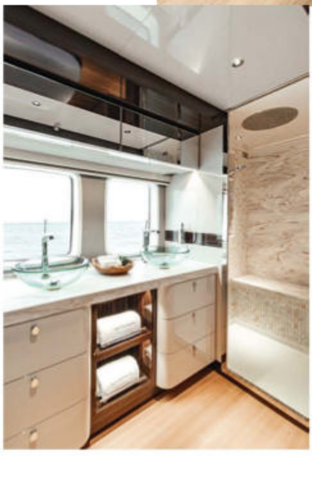


Below: the full-beam owner's cabin and en suite (bottom) is amidships, adorned with teak flooring and natural leather

space for three double guest cabins, all en suite. Pride of place naturally goes to the owner's cabin, which fills the full beam amidships – its double bed (I hesitate to use the term "berth") slightly recessed into a nook lined with padded velvet.

Core to the Zeelander experience is quietness, and Koopmans has consistently gone far beyond the norm on this front. "For me, luxury is silence and the Zeelander 8 is even quieter than we expected," he says. "Just 65dB, so well below the 72dB limit for normal conversation. It means that you can be going at 40 knots, full throttle, and able to speak the way we're speaking now."

That is no mean feat on a boat packing four Volvo Penta D13 IPS drives. The standard spec uses IPS 1200 units that deliver 3,600 horsepower for a top speed of 34 knots. (The IPS 1350s will get you 40 knots.) Even at these speeds, it's no white-knuckle ride. With her broad, stable hull, you experience 40 knots as you might 120 miles per hour in a Bentley Continental.



There is one big difference, however: so integral is the driving experience to the Zeelander concept that most owners want to keep their hands firmly on the wheel – something I can relate to.

"All of our boats have crew, but the owners like to drive the boats themselves," Koopmans says. He recounts the story of a syndicate of Canadian owners, individually wealthy enough to buy a hundred boats each, but choosing the Zeelander as a way to enjoy their time together on the water. "They let the captain ready the boat, cast off, tidy the lines and so on – then they'll drive it themselves." □

SHUFFLING

With hybrid propulsion, an optimized hull and carbon-fiber superstructure, The Seadeck 6 aims to cut CO_2 emissions by up to 40 percent compared to boats of similar size. Left: the "Fun Island" is an open-air lounge with two opening wings and an aft platform that transforms into a staircase into the sea

40/80
AZIMUT

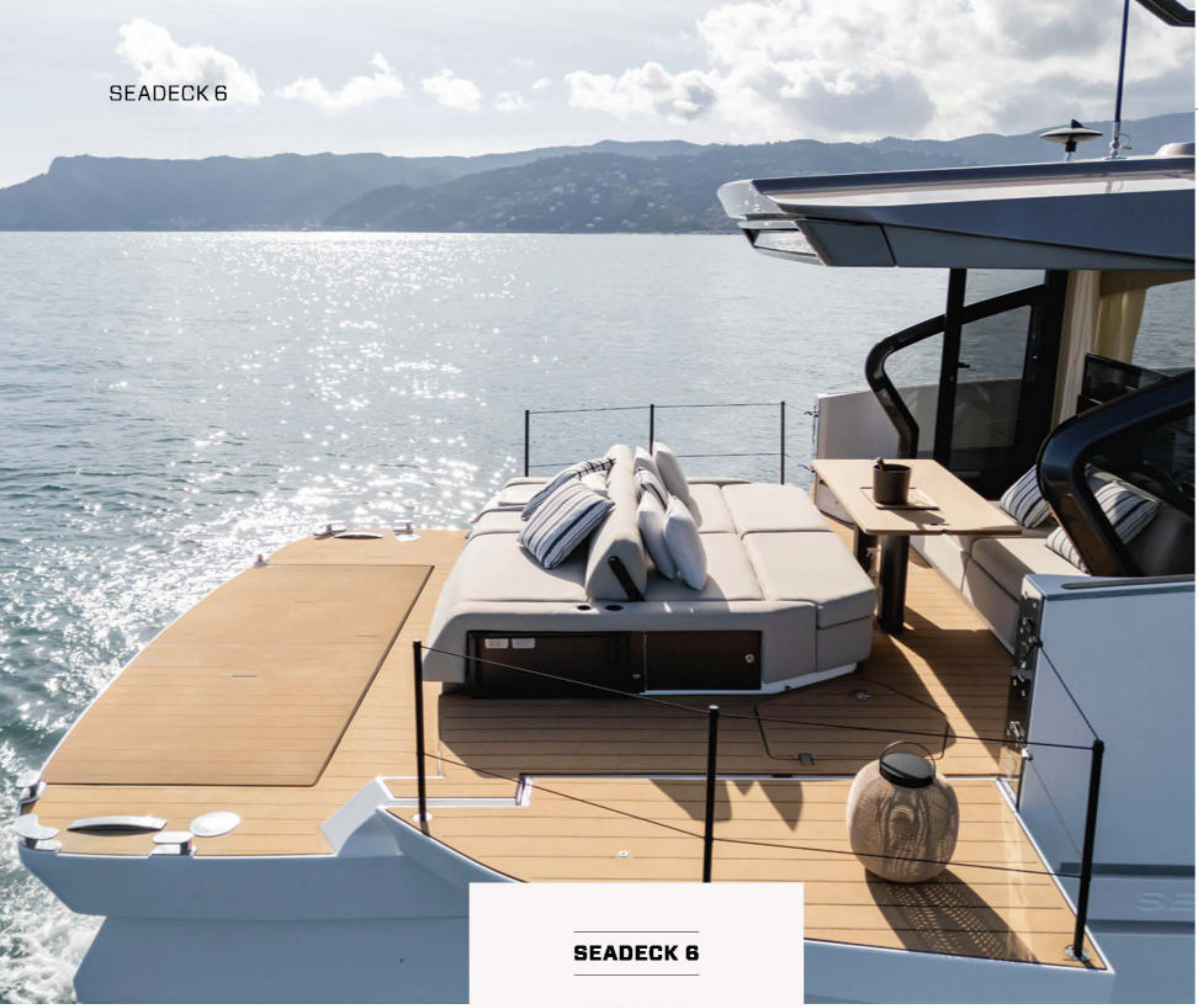
THE DECK

The Seadeck 6 is built with recycled materials and designed to reduce emissions. *Lucy Dunn* takes her for a spin and discovers how Azimut is adjusting its approach

The cooling sea breeze is welcome on a muggy morning in Venice, as we put Azimut's new Seadeck 6 through her paces on the lagoon. The 57ft yacht is the first in a series of three hybrid models, a range that will eventually include two bigger flybridge yachts. This first is a "mild hybrid," offering electric assistance to the engines rather than propulsion. The following two will be full hybrid (two electric engines plus two traditional engines). The evolution is part of Azimut's 20-year R&D drive to reduce CO2 emissions and energy consumption throughout its fleet.

Complementing the standard 380-horsepower engines (or, on this hull, optional 480-horsepower versions) are solar panels that feed a battery pack to run the boat's hotel load with zero emissions for up to eight hours at night. Azimut claims this hybrid propulsion, combined with optimized hull and lightweight carbon

>>



SEADECK 6

LOA 57' 5"
MAX BEAM 16' 7"
DRAFT 4' 5"
DISPLACEMENT 30.4 tons
ENGINES 3 x Volvo IPS 500
SPEED (max/cruise)
33/24 knots
FUEL CAPACITY 634 gallons
FRESHWATER CAPACITY
156 gallons
PRICE from €1,850,000

fiber in the superstructure, will reduce CO2 emissions by up to 40 percent over a year of average use compared to a traditional similar-sized boat. This is accompanied by a range of eco-minded details.

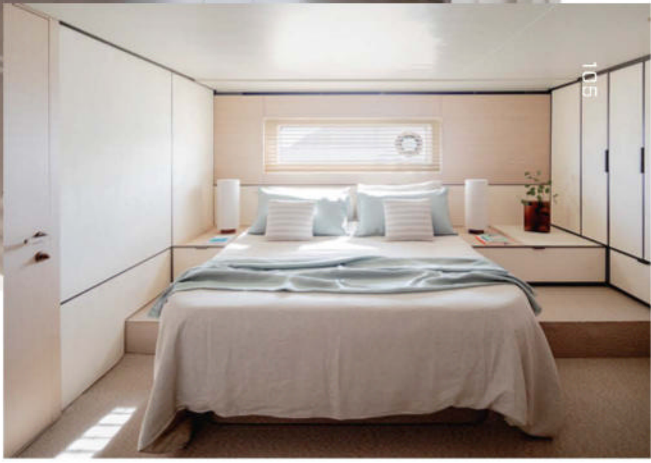
Azimut spent a lot of time refining the hull shape. The Seadeck shows us she can progress smoothly from displacement to planing and is most fuel-efficient at brisk cruising speeds between 22 and 27 knots.

"I am proud of what we did with this hull," Azimut research project manager Iacopo Senarega says as we gather speed. "Of course, I'm a technician, so I'm naturally more focused on naval architecture, but I think that the range of speeds [available] while keeping the efficiency at the same level is impressive. Equally, the design, which reflects all this engineering work; reducing consumption, reducing emissions and giving the owner a wonderful experience."

The aft deck centers around what Azimut calls the Fun Island, a place "where owners can get away from their routine and live in total contact with the sea," Alberto Mancini, the model's designer, says. The stepped deck is fitted with eco-friendly cork that grips well, dries quickly and doesn't get too hot. Cork has also been carried through on the side decks' handrail. (Fun fact: the boat's core is made from 15,000 recycled plastic bottles.)

Inside, the pared-back cream interior, designed by Matteo Thun and Antonio Rodriguez, has a sustainable theme. "We used a carpet that we developed with Object Carpet," Rodriguez says. "A completely new yarn: the pile material is 100 percent recycled polyester from industrial and consumer waste. The traditional craft of delicately spinning different yarns transforms the materials into a contemporary, almost silky texture." The open-plan main salon features a lounging area, a galley and the helm station. A floor-to-ceiling window on one side gives uninterrupted views to the ocean and is fitted with anti-UV glass to reduce the need for air conditioning. A glass opening in the bulwark means you can still see the sea when sitting.

The galley is streamlined. The induction cooktop is built into a tactile Lapitec worktop with only a few buttons to indicate its presence. The sink can be hidden, the TV folds into the ceiling and the fridge, cupboards and oven are tucked behind a ribbed wood fascia.



The interior has sustainable elements, including a new carpet yarn created from waste and anti-UV filters on the windows to reduce air-conditioning use

On the lower deck is a three-cabin, two-bathroom arrangement. The owner's cabin comes with an en suite and plenty of storage. There is decent headroom, plenty of natural light and lots of space to move around, with a sofa tucked to one side. The VIP has private access to the dayhead, and while the twin is snug with narrow single beds, it will sleep two children or adults for a short jaunt.

So how did the Seadeck 6 perform? Thanks to its optimized hull and, of course, the Seakeeper stabilizer, it never once sacrificed comfort for speed. Perhaps most remarkable was how quiet the boat was at top speed (30 to 32 knots), with most noise coming from the water underneath the hull rather than the engines. Despite twisting the boat around a choppy lagoon and pushing from zero to full throttle in less than a minute, the ride was smooth; passengers on the aft deck were sheltered, and almost no spray was evident on windows when the boat cruised back into port.

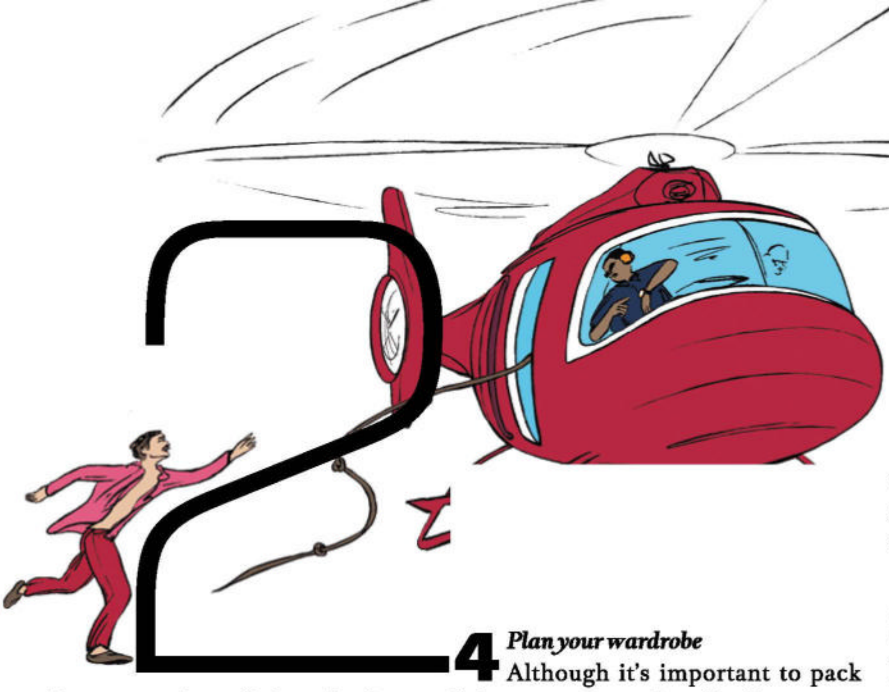
Azimut's marketing promises the Seadeck 6 is a "gentle way to live the sea," and with a streamlined hull, understated interiors and sustainable touches, this boat certainly seems to fulfill that pledge. ◻

Charm SCHOOL

A new year is upon us, and many will be boarding a superyacht for the first time in the coming months. *Daniel Pembrey* shares some etiquette tips to ensure your host's welcome stays warm

ILLUSTRATION GIOVANNI ALBERTI

>>



"A good host refrains from tapping his watch and seeks always to restore the mood to one of high spirits"

1 *Remove sunglasses for introductions*

First things first. Unless you're an A-list celebrity, it's best to remove your shades when meeting someone for the first time, inside or out. "You can put them back on, but eye contact is the window to good communication," says Carla Ballerio, creative director and tableware specialist at interior design studio Sabrina Monte-Carlo. Removing your hat is also good form.

2 *Be on time*

Yacht owner Irvine Laidlaw, who pilots a Eurocopter H150 from the deck of his 223ft Feadship *Lady Christine*, says, "If the heli is ready to leave from the back deck at a prearranged time and the other passengers are already on board – and you're late without good reason – it might be a frosty flight. "That said, a good host refrains from tapping his watch and seeks always to restore the mood to one of high spirits."

3 *Be selective with gifts*

A gift given to your host may be well received, unless it takes up vital space on board. "We always say, 'Just bring yourself in a good mood,'" Laidlaw says. To show appreciation, you can always send something after the trip. Or you can sing for your dinner. Mike Fisher, owner of the 119ft Moonen *Brigadoon*, says: "We have a full dressing-up box aboard and encourage everyone to get into role. I've had famous performers who have sung and played the piano. These can be some of the best times on the boat."

4 *Plan your wardrobe*

Although it's important to pack light, you may need outfits for a range of activities – everything from outdoor pursuits to black-tie evenings. "The most worldly of guests can feel overwhelmed and need some coaching," Jimmy Carroll, co-founder of Pelorus, says. It's important to consider the basics, too, so you look like the yacht is your natural habitat. Colors need to reflect location, season and trends. Fit is as important for casual clothes as it is for more formal wear. "It may be worth considering using a stylist," Carroll adds. "We've worked with personal shoppers at Mr Porter and, for women, Net-a-Porter. Preparation is everything."

5 *Know your labels, accessories and their ensemble*

Knowing brands and accessories, be they Valentino shoes or Loro Piana loafers in Cannes – bonus points for fine merino navy wool socks worn underneath – or Brunello Cucinelli among Silicon Valley billionaires, shows you're well acquainted with the superyacht world. Ballerio's go-to labels are Missoni and Emilio Pucci. Paul Smith, who has dressed some of the most famous people on the planet, says: "It's all about the balance of proportions, and the way things sit together, whether that's a suit or casual clothes." If in doubt, do seek out a seasoned eye beforehand.

6 *No unwelcome surprises on arrival please*

Don't arrive with unexpected plus-ones – whether people or pets. Boats have legal maximum capacities, both when at the marina and under sail. It is the captain's responsibility to ensure these maximums are observed, and it doesn't get more awkward than a staff member having to require a guest to disembark. On the plus side, all of this is what keeps superyacht gatherings so glamorous and exclusive. If you're one of the chosen few, celebrate – you've arrived!

7 *Gentlemen, please consider a pedicure*

In the acclaimed HBO series *Succession*, media scion Kendall Roy tells his cousin Greg, while boarding Lürssen *Solandge* (used for the shoot): "Sails out, nails out, bro." Don't be like newbie cousin Greg, who asks: "What if your toenails are not that aesthetically pleasing?" Unsightly toes do not a good vibe make, nor do peculiar-looking socks.

8 *Don't grumble about your cabin*

On *Christina*, Aristotle Onassis named his cabins after Greek islands; on *The Highlander*, Malcolm Forbes used colors. Yacht designers may seek to pre-empt envy when arranging cabins, but a master suite is so-called for good reason. Principals should pre-assign cabins, and guests shouldn't complain about their allotted digs. White House speech writer and political satirist Christopher Buckley found it amusing when he ventured up the Amazon with Forbes in 1987: "There are four guest suites in addition to Malcolm's master suite, with its whirlpool and steam bath and Spanish-galleon rear picture window," he reported. "I draw Burgundy. Others are Blue, White and Gray. The king of Bulgaria says: 'It's clever. This way no one is offended by being given cabin number four'."

9 *But do share with crew members your other wants or needs, however small*

Crew members want your time on board to be as enjoyable as possible but can end up having to do a lot of guesswork over what works best, even with completed questionnaires in hand. Help crew members get it right for you. "We always want principal charter guests to feel like owners," says Hong Kong-based Jing-Yi Wee, owner of the 167ft *Dunia Baru*. "Speak up about everything from the pace of how you'd like the meals served to whether a particular activity should go ahead if you'd rather relax on deck instead."

10 *(Don't) make yourself (too) at home*

When is the line crossed in terms of a guest getting too comfortable aboard? You can tell an experienced guest: they know when to vacate a zone to allow for it to be cleaned – be it the cabins, where beds need to be made and sheets changed, or the breakfast area, where guests may be coming and going all morning while croissant flakes accumulate. They don't order champagne when it's not offered, help themselves to food from the chef's pantry, nor take toiletries as souvenirs on departure.

You can tell an experienced superyacht guest: they don't order champagne when it's not offered or help themselves to food

13

11 *Follow the natural rules of eco yachts*

Sailing yachts and hybrid boats tend to be more eco-friendly. Guests should embrace the spirit of these yachts, their ways and rules, be they refillable water bottles (rather than plastic ones) or marine-friendly toiletries. David Roberts, captain of the 128ft, classically styled Pendennis sailing yacht *Vijonara*, says it is a question of being aware. "We use proper anchoring techniques to prevent any damage to the seabed ecosystems and wildlife. Once guests understand, they approve. We like it when guests take an active interest."

12 *Know the essential etiquette of toilets*

The key to avoiding awkward problems is communication. Crew members will be tactful if any issue is broached, and indeed will want to be consulted. Marine toilets can be sensitive and if anything goes wrong, whether at the marina or under sail, report the issue to a crew member immediately. Remaining quiet out of embarrassment can not only lead to severe hardships for the crew but also potentially damage the boat.

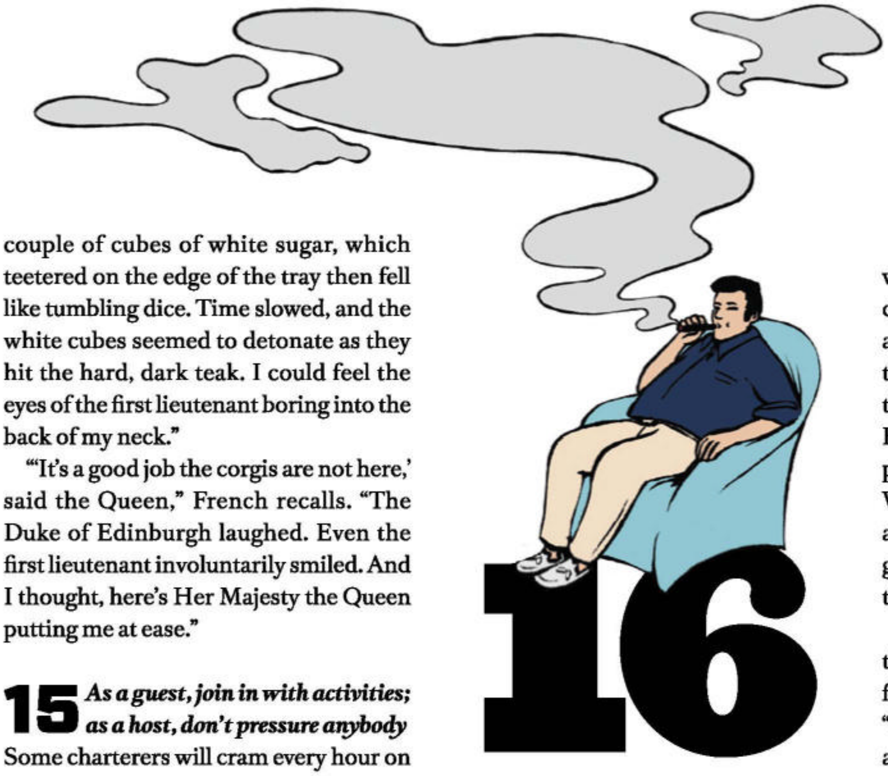
13 *Choose your packing case wisely*

LVMH wardrobe trunks have their deserved place in fashion iconography, but less so in the confines of yacht cabins. Soft and light luggage is the way to go here – and the same applies to when you're on a private jet. If an owner offers to fly you somewhere but then can't because of the size of your baggage, you may end up being that disappointed person left on the tarmac.

14 *If service stumbles, don't make it awkward*

How you handle a service mishap makes the whole difference, as this story shows. "We were sailing from New Zealand in 1986," William French, formerly a steward on board the yacht *Britannia* says. "The Queen was seated, taking afternoon tea, and I was offering her milk and sugar from a silver tray. To this day, I don't know whether it was the yacht's movement or some micro-adjustment I made as I brought the tray close to her. Some silver tongs clattered from the sugar bowl on to the tray's surface. With the tongs came a

>>



couple of cubes of white sugar, which teetered on the edge of the tray then fell like tumbling dice. Time slowed, and the white cubes seemed to detonate as they hit the hard, dark teak. I could feel the eyes of the first lieutenant boring into the back of my neck."

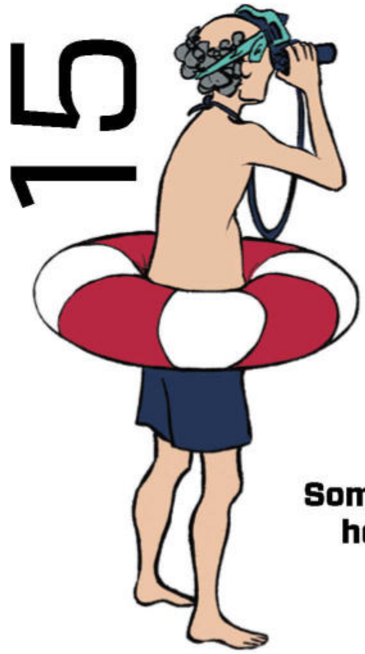
"'It's a good job the corgis are not here,' said the Queen," French recalls. "The Duke of Edinburgh laughed. Even the first lieutenant involuntarily smiled. And I thought, here's Her Majesty the Queen putting me at ease."

15 *As a guest, join in with activities; as a host, don't pressure anybody*

Some charterers will cram every hour on board with water-slide antics, ambitious hikes ashore or clever treasure hunts aboard. But not every guest will jump at the chance to join in. One way to resolve this mismatch is to involve a company with experience tailoring activities to different groups, such as EYOS.

"We see a lot of groups where there are parents, kids and grandparents," says Rob McCallum, founder of EYOS. Their answer is to run different activities simultaneously, an "approach that might allow the older players to sneak in a siesta, or a board meeting, in the afternoon."

A guest can always graciously decline to take part, too. A smile invariably helps here. The very act of smiling can enliven your mood, perhaps even prompting you to join in after all, and you'll look better in photos or videos.



16 *Strive to leave no trace on deck*

Ballerio advises against tinted suntan oils, which, like shoes, can easily mark teak and other materials. Please forgo a spray tan, Ballerio pleads: "I've seen beautiful white towels turn orange." After swimming in saltwater, shower off before draping yourself in fine fabrics. If smoking is permitted on deck, thoughtful guests will enjoy their cigarettes or cigars at the stern, or at least downwind from others. You might aspire to be like John Robie, the soft-footed Côte d'Azur cat burglar played by Cary Grant in *To Catch a Thief*. Just leave the jewelry in situ.

17 *Keep the chef sweet*

Charter guests will receive a food questionnaire to declare dietary requirements in advance. It's bad form to change dietary needs upon boarding. "If you announce on arrival, say, that you're vegan, you're probably requiring the chef to prepare separate meals, but also conceivably provision the boat differently," Fisher says.

Guests often wonder how to interact with chefs in open-galley kitchens. If the chef is concentrating on dropping jus around the rim of your plate, it may not be the best time to ask what dessert is. Yet these chefs often enjoy guest interactions. Be led by the principal, the chef's personality and the occasion, Nina Wilson, a chef on charter yacht *Loon*, advises. "If there's something dangerous going on, for example involving a blow torch, a respectful silence is in order."

Well-chosen, specific compliments to the chef always go down well. "Saying the food is great is appreciated," Wilson says, "but saying you like the Jerusalem artichoke puree is perfect, especially if I'm giving it to you for the first time." Also "please try to be there at the prearranged time, so the food is prepared to the highest possible standard."

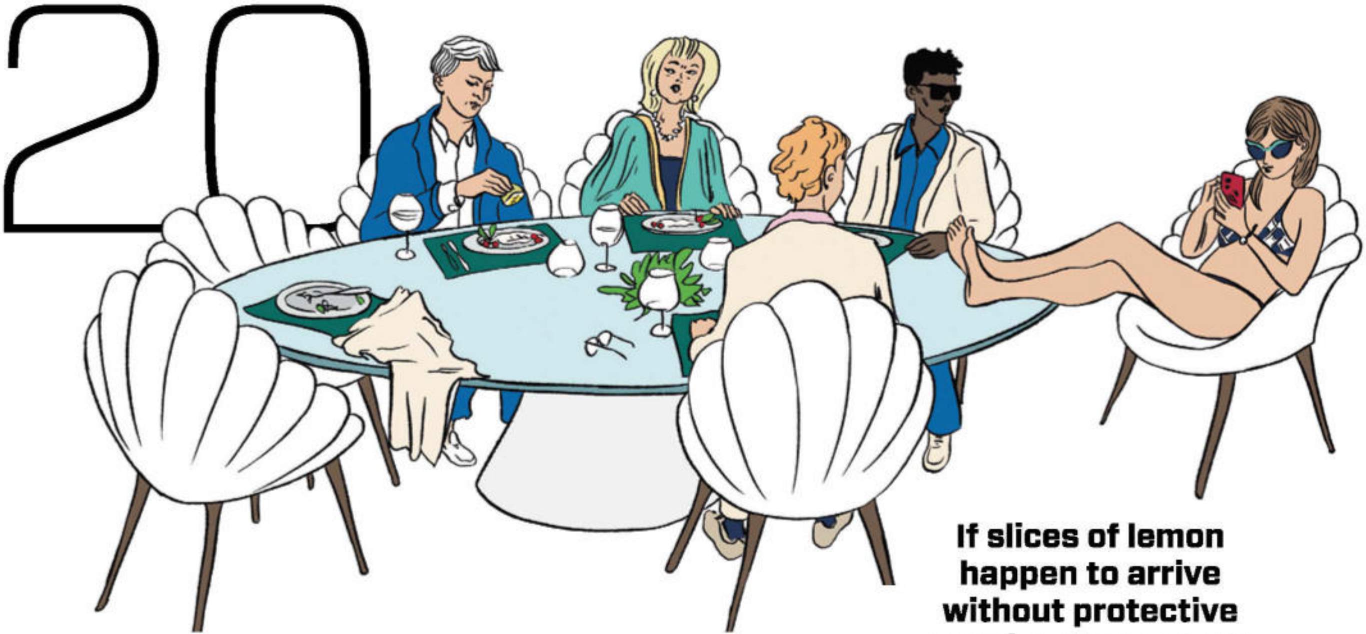
18 *No one enjoys a phubbing*

William Hanson, an etiquette expert with two million followers on TikTok and three million on Instagram, gives a wonderful example of how the late British Queen used her keen wit to defuse the modern phenomenon of "phubbing" – when someone snubs you in favor of their phone. Some UK government ministers were in the room with the Queen when one of their phones rang. "It was when mobiles were less common, hence all the more jarring," Hanson says. "Do answer it, dear," he recalls her saying, "It might be somebody important."

19 *Share on social – with caution*

Josh Golder, owner of the 154ft Dunya Yachts explorer *King Benji*, says: "At 42, I'm old enough to value my privacy, but young enough to understand that some guests may like to brag on social media. If someone wants to come on and change outfits 10 times to drip photos onto their social media over time, they can do that, but guests need to respect an owner's or a captain's rules, be it no real-time posting of locations – for safety reasons – or no photos of the owner or personal items. Yachts can attract a lot of attention and make some people crazy."

Some charterers will cram every hour with activities. Not every guest will want to join in



If slices of lemon happen to arrive without protective muslin covers, don't give them a hearty squeeze

20 *Meal table decorum: a taster*

This subject could use a guide by itself. Carla Ballerio advises against eating lunch in your swimwear: "Cover up when seated at the table." You should, of course, always be clean and tidy, but also composed, she feels. There is the question of handling silverware and other implements, but also the food itself. If slices of lemon happen to arrive without protective muslin covers, don't give them a hearty squeeze, which risks jetting citric acid around. As long as your hands are clean, it is acceptable to use them for pizza and burgers, but if the food is sloppy, silverware remains ideal. Finally, strive not to scrunch your napkin up. "For those creating and presenting beautiful tablescapes, this is so sad," she says.

21 *Respect the crew*

An officer who served aboard various high-profile yachts, including Donald Gosling's *Leander G*, says: "It can be a minefield if principals like to become matey, for example by inviting crew to stay up late and socializing with them and their guests." Separate but related, crew members must feel their areas of the boat are private, safe and secure. Never venture into these areas uninvited, even if only motivated by curiosity.

22 *Sharpen up your tip game*

Tipping can cause great confusion. Tim Morley of Morley Yachts recommends the following: "On the last morning of a charter, the principal should arrange a time to sit down with the captain in private for 20 minutes 'to go over the accounts.' This is the time to inform the captain of the crew tip. Resist the temptation to direct it to individual crew members, which can cause problems among crew and with the captain, too; the tip should go to everyone." Enter the meeting with a clear tip amount in mind, Morley suggests, independent of the Advance Provisioning Allowance (APA). He points to the MYBA guidance rate of five to 15 percent of the charter fee. "Europeans tend to opt for around 10 percent if they are very happy, while Americans are accustomed to tipping more: 20 percent is not unusual. Write the tip at the bottom of the printed accounts summary and sign next to it.

"Do say a verbal 'thank you' to the captain, too – assuming all went well."

Equally, "Don't feel bad about expressing your dissatisfaction with something. It allows things to be put right promptly."

23 *Remember, the captain is in charge*

This should go without saying, certainly regarding safety, but please don't argue with the captain. The weather can often be a source of disagreement. "I remember a time in Porto Cervo when a principal charterer was adamant that we should venture out on the water based on a cursory look at the skies," an officer says. "What the charterer wasn't aware of were the detailed weather forecasts telling the captain a full-blown mistral with storm-force winds was arriving soon. The charterer became really quite agitated, but the captain's word must be final."

24 *Know when to make your exit*

On the last day, have your bags ready to go by departure time. Loitering beyond this point, or asking to stay longer, is frowned upon. The crew needs to overhaul the entire boat – reprovisioning the galley, refueling and repositioning the boat. If guests really can't bear to bring the magic to an end, they may invite their hosts for a final lunch ashore. The host might just say, "Why not stay longer on board?" – in which case the magic may indeed continue. ◻

A cat in wolf's clothing

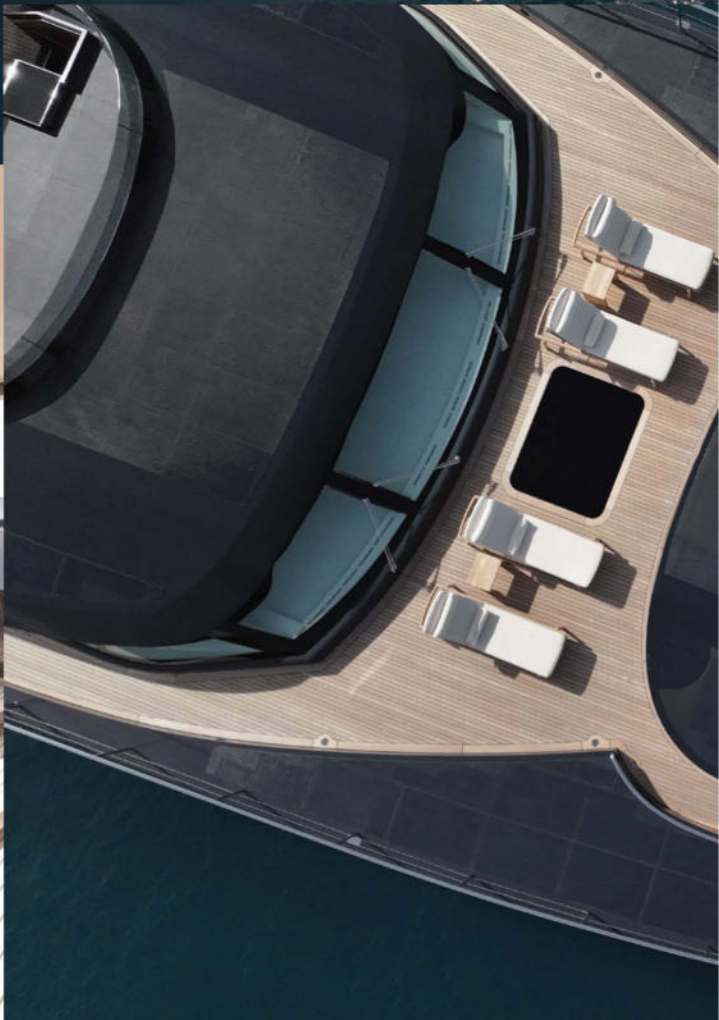
Rossinavi gave the multihull platform a sharp makeover to create the elegant, energy-efficient 140ft *Seawolf X*. *Katia Damborsky* takes a closer look

PHOTOGRAPHY GIOVANNI MALGARINI; STUEY BURNETT

DRONE PHOTOGRAPHY STRANHERO

IMO9971599

>>



Looking like a cat ready to pounce, *Seawolf X* has a low profile drawn by Fulvio de Simoni. Above right and opposite page, bottom: directly connected to the foredeck, the covered sundeck is larger than it appears

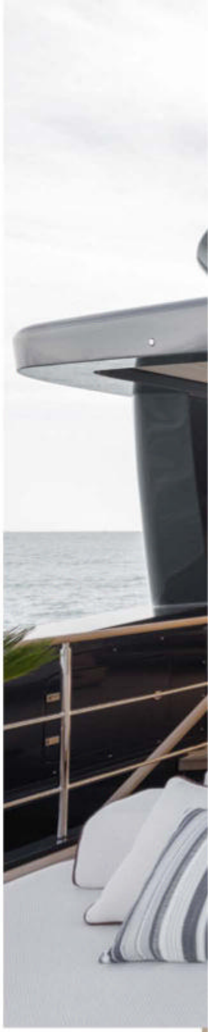
S

Something was wrong. After months of painstaking work, detailed calculations and thorough tank tests, Rossinavi's new all-aluminum catamaran platform was showing a potential reduction in fuel consumption of 75 percent. Federico Rossi, COO of Rossinavi, had been crossing his fingers for a 50 percent reduction – 75 percent was beyond his wildest dreams. "We had to do many more tests," Rossi admits. But the numbers weren't lying. The catamaran could undertake a 20-day transatlantic crossing and, in theory, burn just 3,960 gallons of fuel, compared to a similar-sized monohull burning 15,850. Armed with data better than they could ever have expected, the team set off to sell it.

The client arrived three months later, reeled in by sustainability assertions and the alluring – but mysterious – promise of a catamaran that didn't actually look like a catamaran. Because the client didn't really want a catamaran. Neither did the yard; they look like frogs, Rossi says. Neither did the charter central agency, "Not really our style," a member of the

>>

On the bow, a retractable cover rises to reveal a vast recessed foredeck lounge, featuring a Jacuzzi (below) and ample seating. With it lowered, the yacht's streamlined profile is preserved



Cecil Wright team says. A catamaran wasn't the goal, it was more a solution to a consumption problem.

"Honestly, I'm building a lot of yachts with diesel-electric, and the reduction in consumption isn't that much," Rossi says. "Maybe four, five percent." He wanted something more dramatic (50 percent became the ambition), and he realized the multihull platform was the only way to give a yacht eco credentials with real weight. In the end, the yacht burns closer to 5,280 gallons of fuel on a transatlantic voyage, which is still an impressive saving. The stability afforded by the two hulls allowed the yard to slash the stabilization system altogether, meaning a reduction in both fuel (because of the reduced drag) and electric consumption. Rossi estimates a saving of 360 kilowatts per day just from cutting the stabilization alone.

The other big benefit of the sub-500GT cat was ample area for solar panels (covering 1,600 square feet total) and plenty of space for storing batteries. When the yacht is in hibernation mode, the yard has proposed an innovative solution: "giving back" energy to power shoreside residences, essentially making the yacht the most expensive battery bank money can buy.

Christened *Seawolf X*, the 140ft yacht was delivered in 2024 to an exterior design by Fulvio de Simoni, with interior by Meyer Davis, a newcomer to superyachting. The New York-based design firm was brought into the project early on, when the shipyard and the studio were introduced by their shared publicist during Miami's Art Basel. Meyer Davis is best known for its work on hotels and private residences including the Ritz Carlton and Mandarin Oriental. However, most of the project's inspiration came from Meyer Davis's work on 1 Hotel South Beach in Miami, which was designed to be calm, casual and underpinned by an eco focus. "Our projects are based around the luxury of sustainability," says Will Meyer, one half of the studio. "The owner has a great vision about sustainability and how he wants to live. There's this cool energy that came from us designing our first yacht and [the client] building their first yacht and Rossinavi creating this new platform."

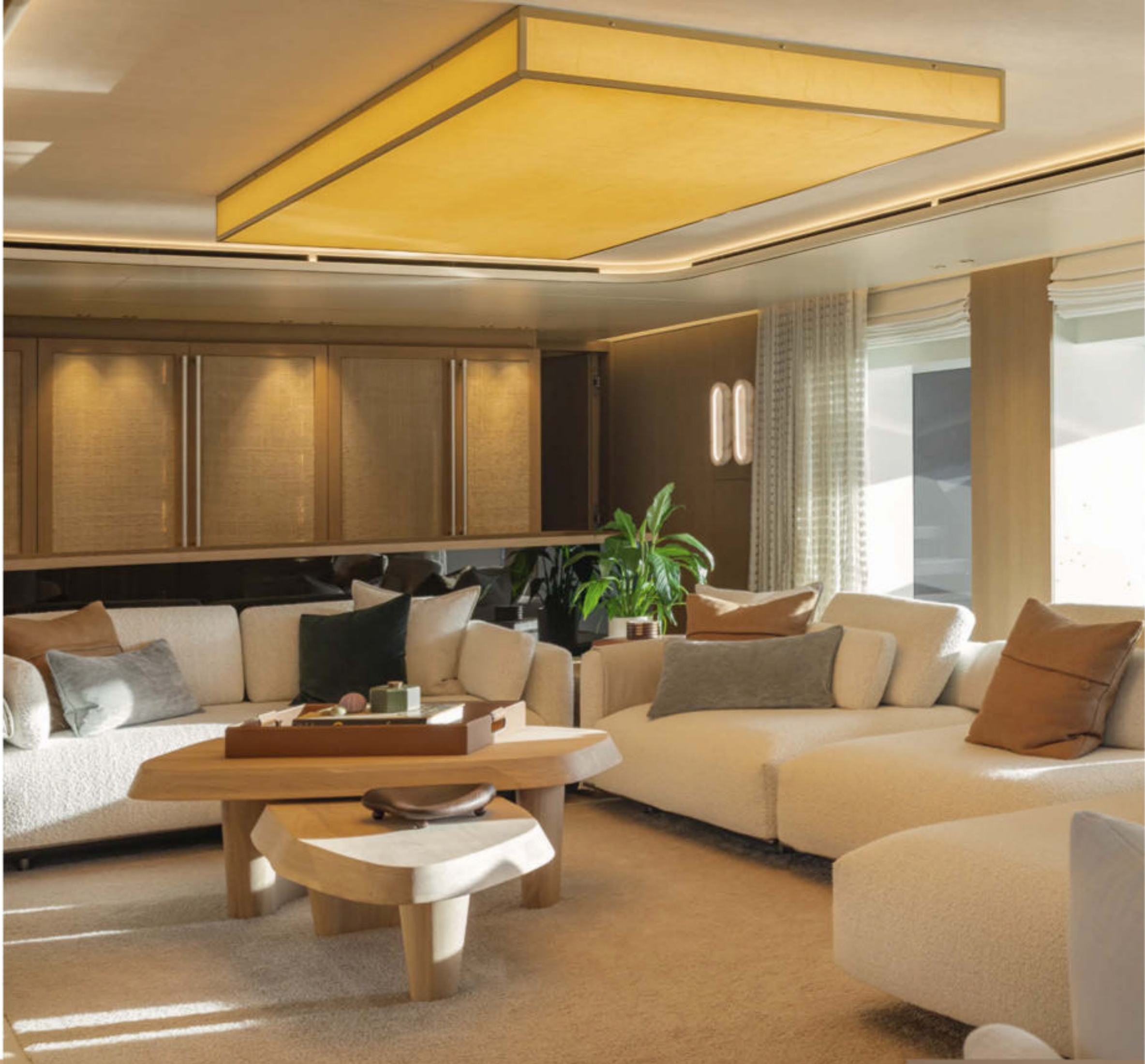
All the exterior elements had to be carefully considered to make sure they wouldn't compromise the yacht's streamlined silhouette

>>

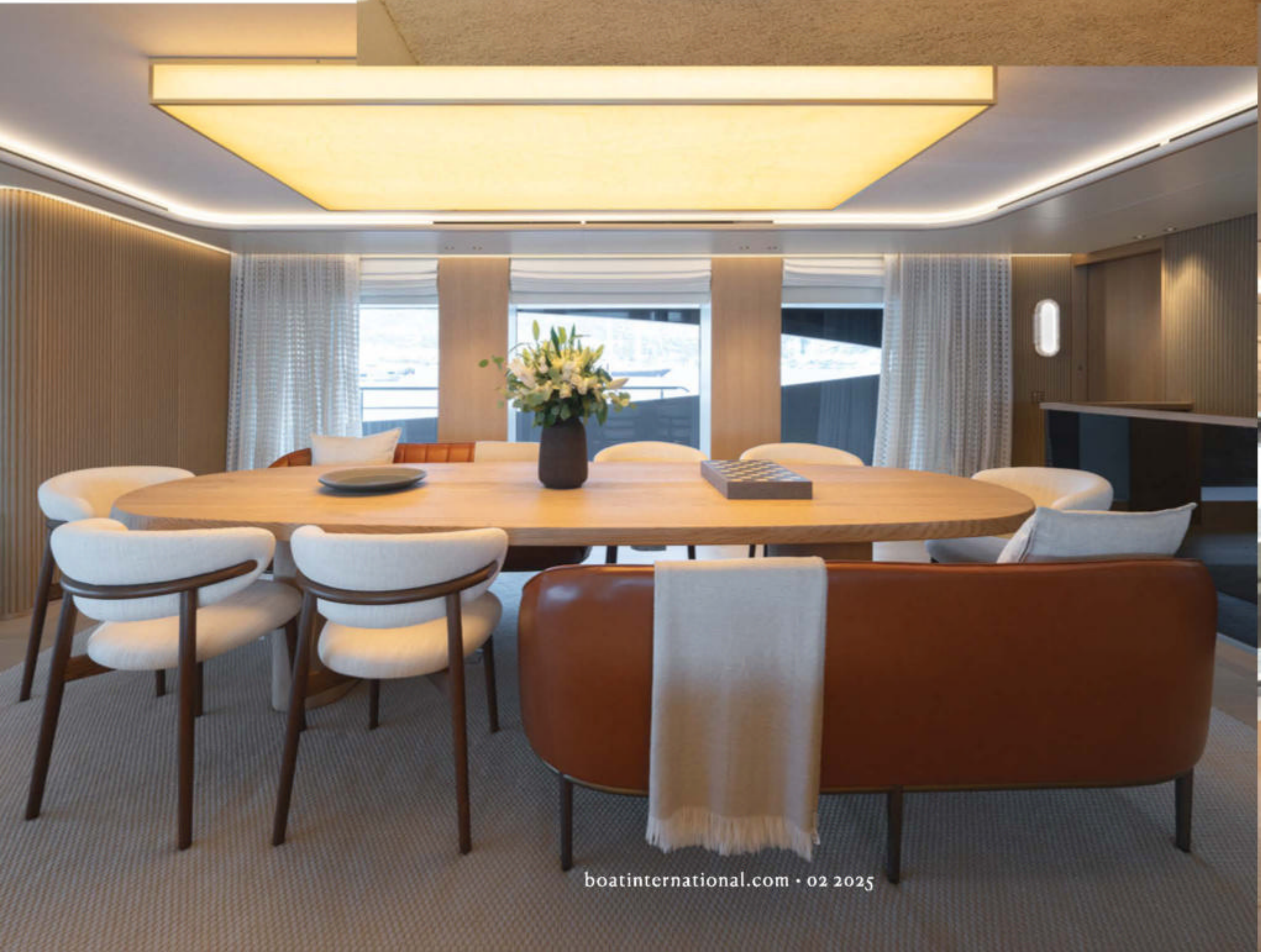
SEAWOLF X
VALLETTA

"The smooth surfaces and steering positioned on a mezzanine deck reduce the overall height of the ship and led us to design a very sleek line"

>>

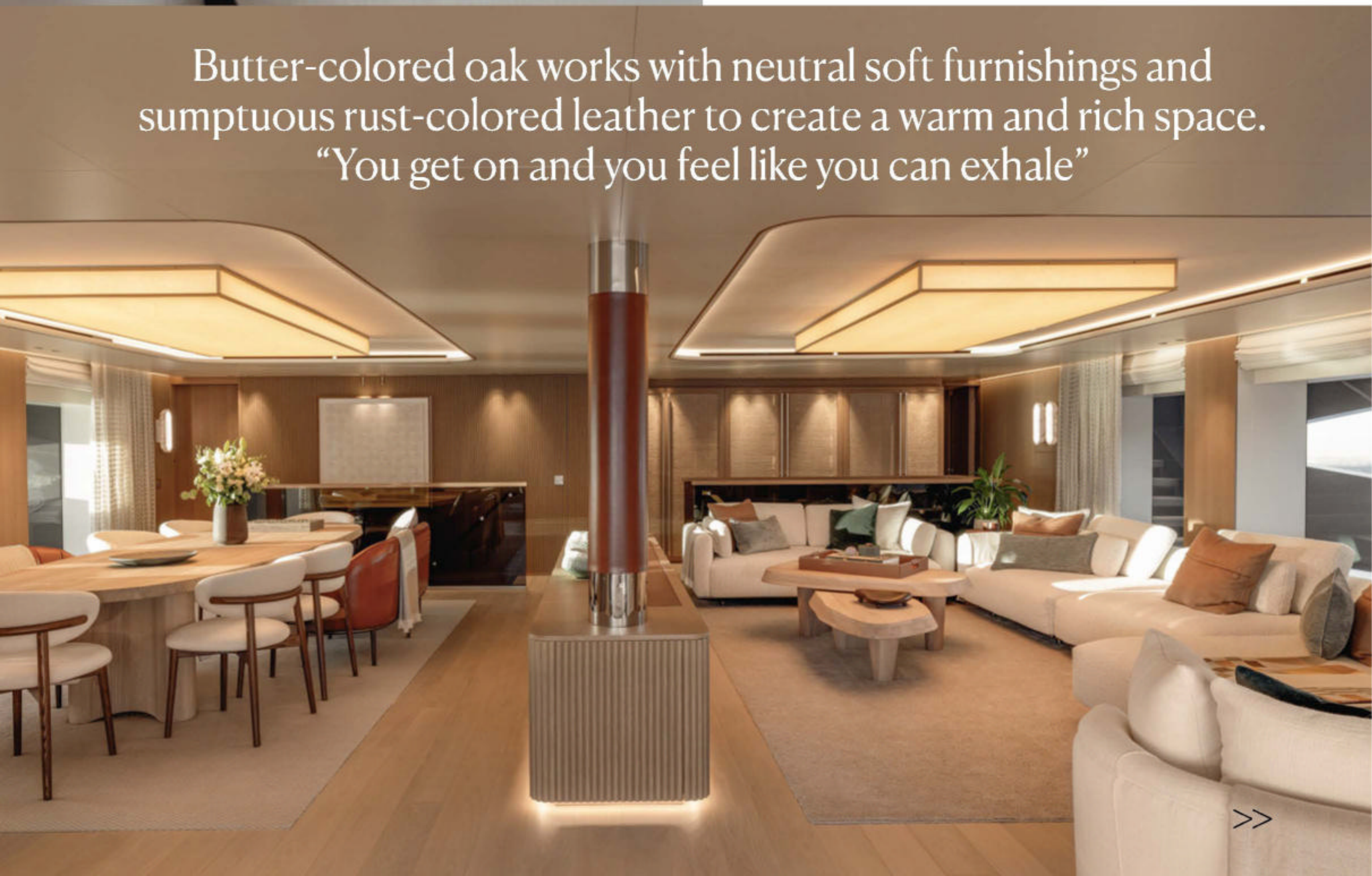


The main salon shows just how wide a 45ft beam really is, with the spacious room divided between lounging and dining. New York City design firm Meyer Davis employed natural, sustainable materials to create a subdued and relaxing milieu throughout the interior



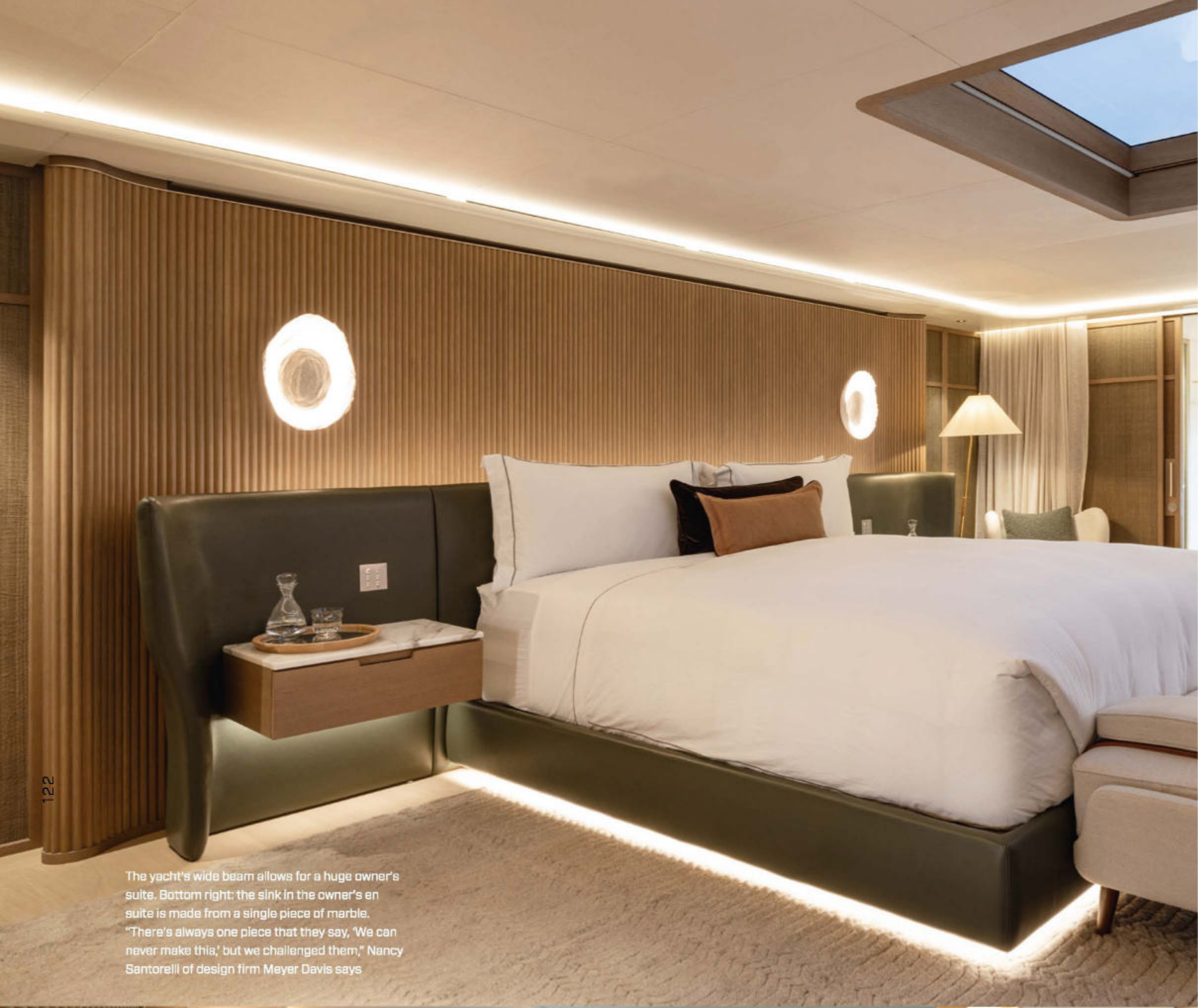
The theme of the yacht's interior is family-friendly, beachy and devoid of anything shiny, reflective or overly bright. Butter-colored oak works with neutral soft furnishings and sumptuous rust-colored leather to create a warm and rich space. "You get on and you feel like you can exhale," Gray Davis, co-founder of the studio, says. Wool rugs are made from recycled sources and materials like stone, raffia and leather have been locally produced close to the shipyard. "In our hospitality work there's sustainable requirements for almost every fabric so we've incorporated the specifications," says Nancy Santorelli, the associate principal designer at Meyer Davis for this project.

The 750-square-foot owner's cabin located on the main deck forward is one of five cabins (the rest are on the lower deck) and has been laid out carefully to fulfill the brief for a fully fledged fitness space for both personal and charter purposes. The maximum beam of 45ft comes into its own here, allowing for a gym, large en suite, study area and wardrobe that all lead off from the owner's cabin. "I think [the owners] were realistic," Santorelli says, and they decided that a vast walk-in wardrobe wasn't high on their list of requirements, so it is on the petite side. Light in the cabin flows from glass panels forward, which offer an impressive view, and a

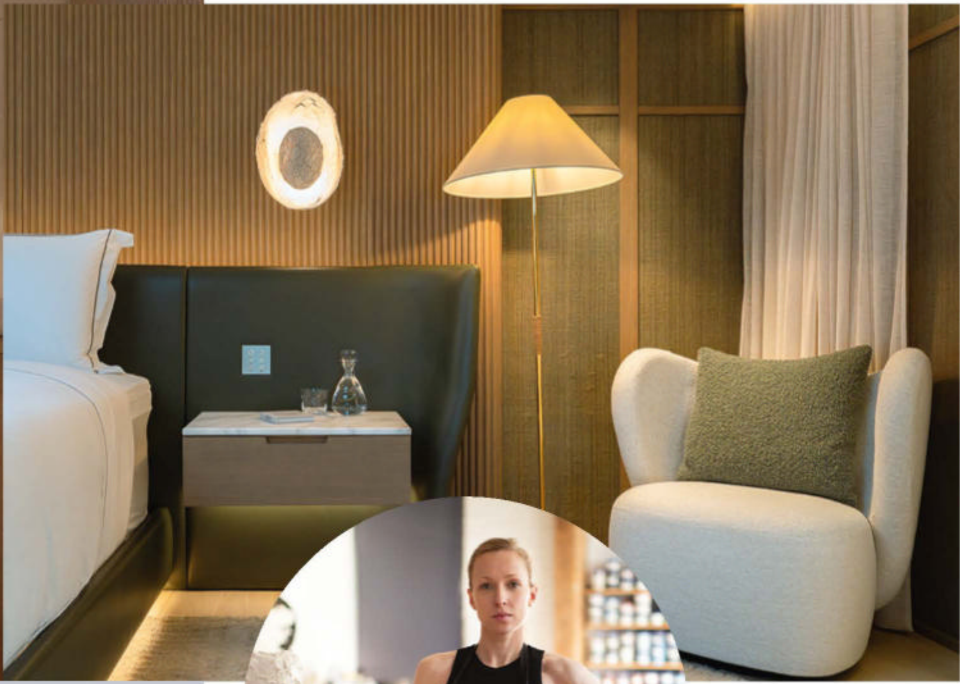


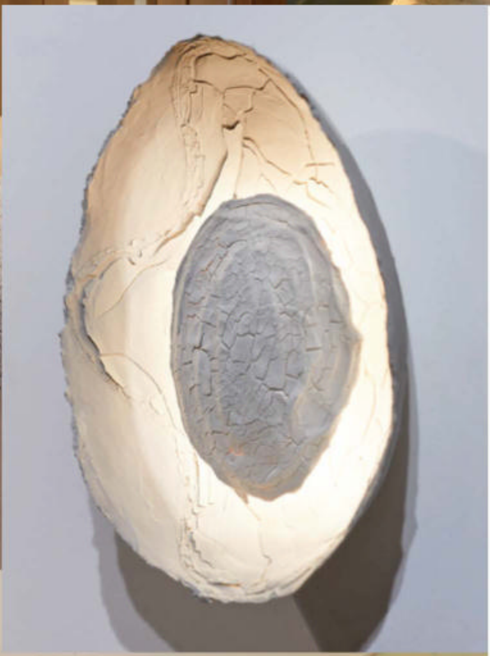
Butter-colored oak works with neutral soft furnishings and sumptuous rust-colored leather to create a warm and rich space. "You get on and you feel like you can exhale"

>>



The yacht's wide beam allows for a huge owner's suite. Bottom right: the sink in the owner's en suite is made from a single piece of marble. "There's always one piece that they say, 'We can never make this,' but we challenged them," Nancy Santorelli of design firm Meyer Davis says





ADDITIONAL PHOTOGRAPHY: RAFAL WIELGUS; NATALIA LANDOWSKA

Perfection in imperfection

In the owner's suite, inspiration from the natural world can be seen in the light fixtures that sit either side of the bed (*pictured left*). At first glance, they resemble dinosaur eggs cradled in dishes, with light seeping out through the cracks of the eggshell. "That wasn't my intention," says Natalia Landowska (*above*), the ceramic artist who designed the pieces. "But everybody has their own interpretation of my work." A Polish artist based in New York, Landowska was introduced to Meyer Davis several years prior to their collaboration on *Seawolf X*. When it came time to incorporate bespoke pieces for the yacht, the owner was presented with one of her works and immediately fell in love. "The client has a big affinity for art and artisanal pieces," Nancy Santorelli of Meyer Davis explains. More importantly, the owner loved the organic style of Landowska's pieces, which are all handmade and unique. It's the "rawness" that makes them harmonious, Landowska says. She uses her own special blend of porcelain clay, which makes her pieces extremely thin and lightweight. "I mix porcelain with paper, and the paper fibers reinforce the porcelain, but once it's fired, the paper burns away and the shells are slightly porous. Because of how light they are, even the bigger shells can hang on the wall with one point of suspension," she says. Each piece takes two weeks to create, and Landowska says that working with light is one of the most important principles of her work. "The light brings an additional layer to my pieces."

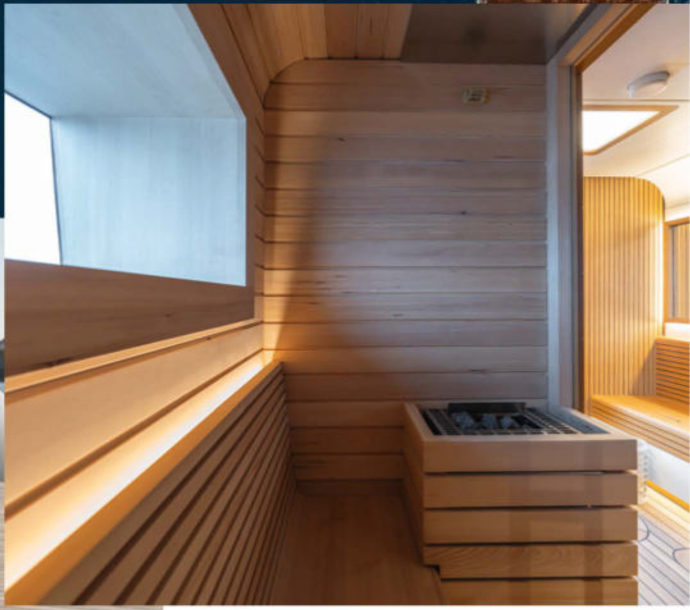
>>

skylight in the overhead. The interior has the same soft treatment as the rest of the boat; lines flow smoothly in organic shapes, and certain items – the headboard, the loose furniture – have a winged shape that mimics the two flared hulls on the exterior.

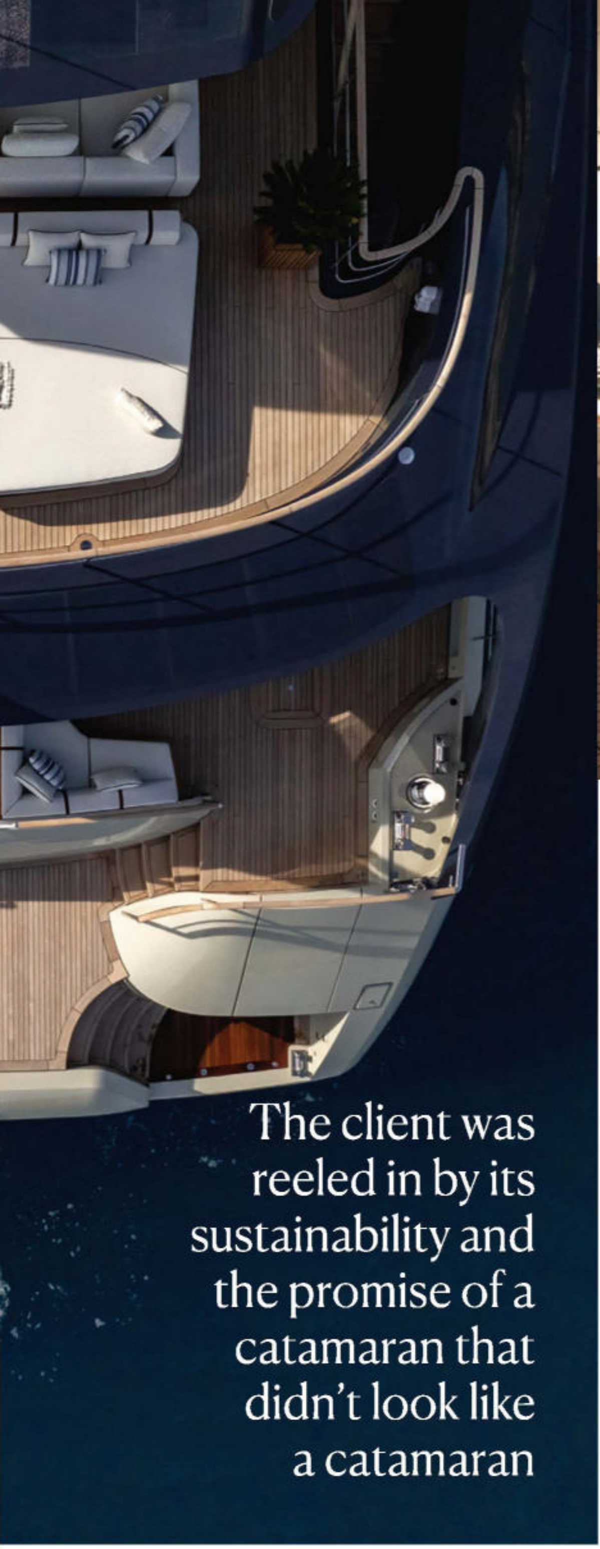
The exterior of *Seawolf X*, meanwhile, is arresting. It's stealthy, sharp and reminds me of a spider. "Certainly, [a spider] wasn't the intention, but I can share your impression," Enrico Lotti of Fulvio de Simoni Yacht Design says. Supercars were the original inspiration behind the lines, and the vision was translated into a high hull and low superstructure, with a bowsprit that calls to mind the front wing of a Formula One car. "The smooth surfaces and steering positioned on a mezzanine deck [reduce] the overall height of the ship [and] led us to design a very sleek line," Lotti says. "In fact, there's almost no discontinuity between the hull and the superstructure."

All of the exterior elements had to be carefully considered to make sure they wouldn't compromise the yacht's streamlined silhouette. The sundeck is entirely covered, giving the illusion of being more compact than it really is, and comprises a sizable bar and seating area. But for my money, the best al fresco living area is on the bow, where there's a recessed lounge concealed under a circular cover that rises up electronically under the support of four pillars. I mistake it for a touch-and-go helipad at first, but it's just a shelter for two crescents of sofas sitting alongside coffee tables and a jacuzzi. A 100-inch projector screen drops down to transform the seating nook into an outdoor movie theater.

Above and top right: the main deck aft features one of the two jacuzzis on board. Below: a sauna is part of the beach club area



SEAWOLF X
VALLETTA



> The client was reeled in by its sustainability and the promise of a catamaran that didn't look like a catamaran

There's a second jacuzzi at the stern, something which is "unheard of" on yachts of this size, according to Vanessa Buck of Cecil Wright, the yacht's charter manager. The other chief selling point on the charter market is the advance provisioning allowance (APA), which is whittled down to just 20 percent because of the reduced fuel consumption. (APA typically sits at 30 to 40 percent for yachts of this size.) But aside from the money-saving benefits, Buck says more and more charter clients are becoming interested in eco-focused boats for the sake of the planet. "I've had brokers approach me saying they wouldn't have normally gone for a catamaran, but they're really keen on an eco-friendly yacht," she says. *Seawolf X* also features Rossinavi's newly developed AI system, which is designed to predict future consumption, provide recommendations for fuel-saving initiatives and make helpful tweaks around the yacht. "It detects when guests are not in a cabin, and it switches off the air conditioning and the lights," Buck says.

If your hobby is yacht-spotting, I bet Rossinavi trips you up. The young yard has so much variety in its fleet, there is no signature style. It's true that some of its best-known boats have low profiles, slicked-back superstructures and plumb bows; but at the other end of the spectrum, you have muscular explorers like the scarlet-hulled 195ft *Akula* and graceful classics like 126ft *Taransay*. And now, a cat. Not quite a frog, not quite a spider, but a stealthy, silent, eco-minded wolf on the water. □

SEAWOLF X **ROSSINAVI**

LOA 140' 3"

Beam 45' 1"

Draft 6' 1"

Gross tonnage
<500GT

Speed (max/cruise)
12/10 knots

Range at 8 knots
5,400nm

Tenders
43' SACS Strider 13;
Castoldi Jet Tender 17

Owners/guests 12

Crew 7

Construction
Aluminum hull
and superstructure

Naval architecture
Rossi Engineering
Design & Services

Exterior design
Fulvio de Simoni
Yacht Design

Interior design
Meyer Davis

Builder/year
Rossinavi/2024
Viareggio, Italy
+39 0584 384227
rossinavi.it

For charter
cecilwright.com

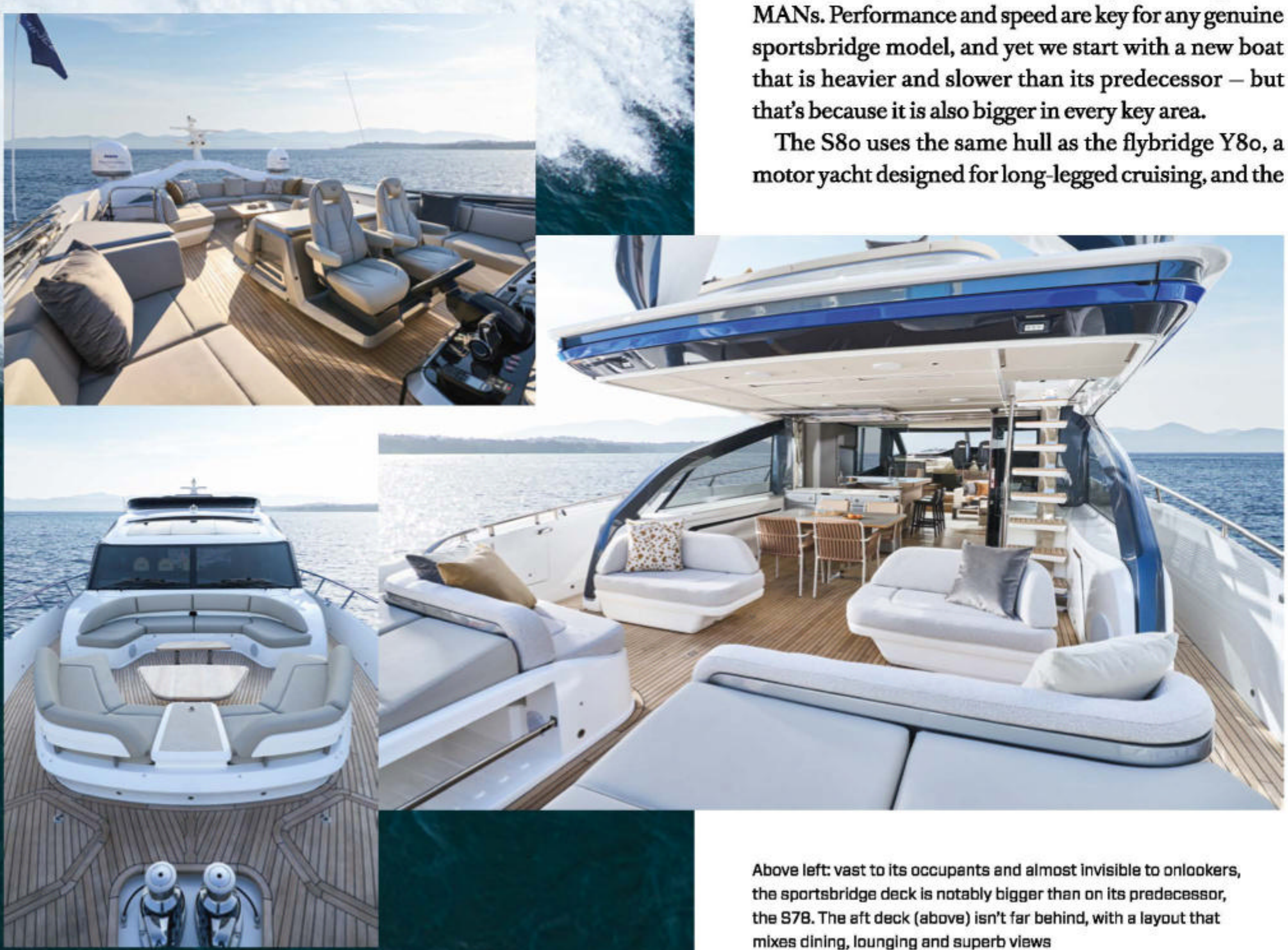
TEAM SPORT

A sports yacht with a cruising soul, the new S80 offers a superlative 82ft platform and a layout designed for socializing. *Carl Richardson* explores Princess Yachts' fast but friendly S Class flagship

The Princess S80's genealogy is suitably imperial. It's the latest sportsbridge chapter in a story that can be traced back more than a decade to the Princess V85-S, an impossibly powerful and daring yacht at the time.

Since then, this British builder has been a leader in sportsbridge design – planing yachts with sporty looks to match their high performance – leading us to this 70-ton model that goes 35 knots with twin 2,000-horsepower MANs. These figures are important because the boat the S80 replaces is the 50-ton S78, which can reach 38 knots with 1,900-horsepower MANs. Performance and speed are key for any genuine sportsbridge model, and yet we start with a new boat that is heavier and slower than its predecessor – but that's because it is also bigger in every key area.

The S80 uses the same hull as the flybridge Y80, a motor yacht designed for long-legged cruising, and the



Above left: vast to its occupants and almost invisible to onlookers, the sportsbridge deck is notably bigger than on its predecessor, the S78. The aft deck (above) isn't far behind, with a layout that mixes dining, lounging and superb views

>>

bestselling X80 that is all about maxing onboard space. The modified V planing design from naval architect Olesinski runs on shafts, keeping the weight of the engines more central, and is able to push each yacht to around 30 knots while retaining the four lower-deck cabins with en suites.

A lot of thought went into making a different kind of S flagship but also the hull itself. "It was always going to be a three-model 25-meter platform running on shafts; we aren't looking at pods for larger boats," says Andy Lawrence, executive design director at Princess. "The challenge was creating a hull that would perform as well on the S as it does on the X, two very different boats."

The X80 does work – according to BOATPro it is one of the bestselling yachts in its class. But it is a much bigger boat than the S80 above the deck line, meaning it is not just about managing extra weight but where that weight is.

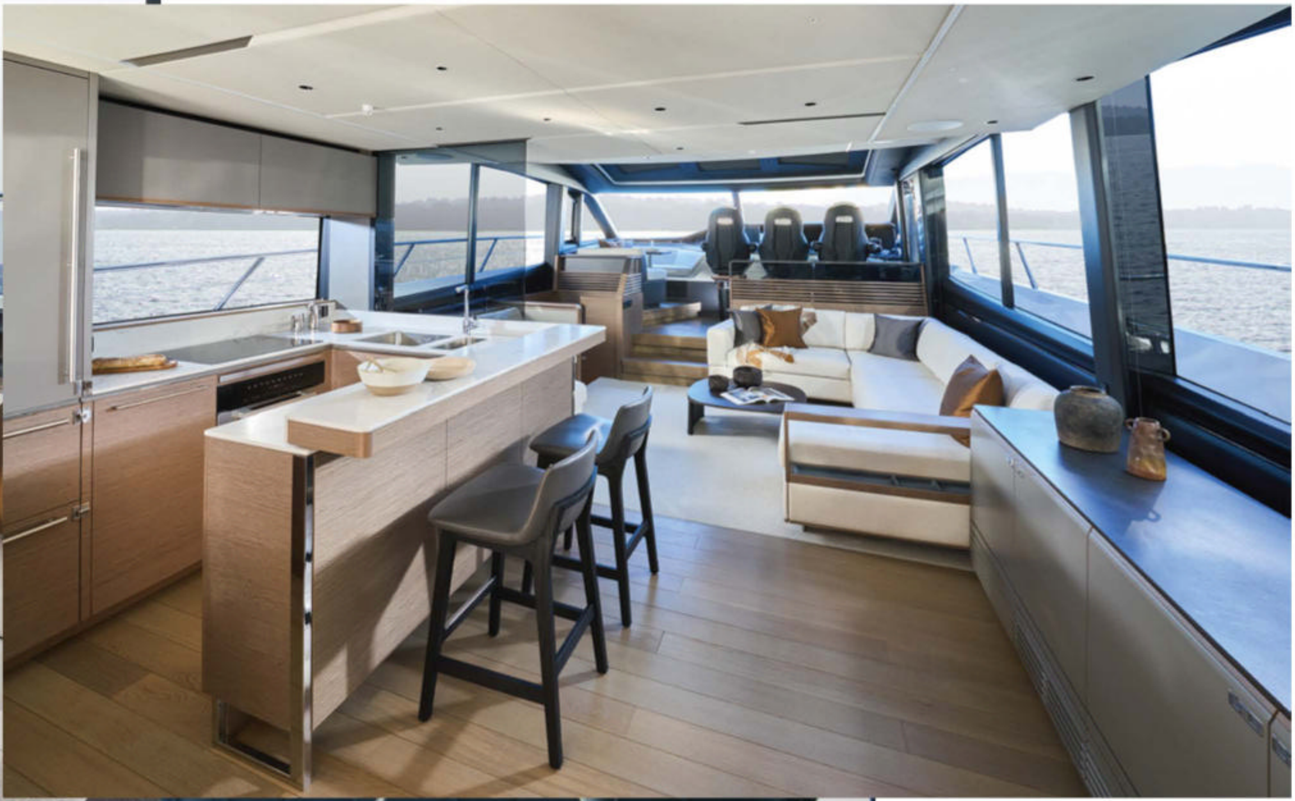
Lawrence explains: "The X80 has a much higher center of gravity, but working with our partners Olesinski, over many iterations, we found the right balance." Tweaks included increasing the volume of the hull to deliver interior space while extending the waterline to hit the speeds expected of an S Class yacht. The more central shaft drive engines, no doubt, also helping with the hydrodynamics.

Ultimately, Princess delivered three different 80ft models that run fast, with the expected option of a MAN 2,200-horsepower engine delivering the possibility of 36 knots for the S80. And she'll look good doing it.

Princess ideology has long been about balance, that sweet spot between space, style and performance. The S80 looks low and powerful in the water, its extra length stretching out its lines, the sportsbridge barely visible within the rake of the roofline. Where some sportsbridge models might have more than a little flybridge height and bulk to help increase living space, the S80's visuals are pure performance yacht.

Given so much of the conversation for any modern yacht is about volume and accommodations, it's refreshing to hear Lawrence talk about the importance of style. "The key was the sportsbridge," he says. "On a

A sea of refined, performance-edged style runs across the interior, elevating a sociable, well-thought-through layout

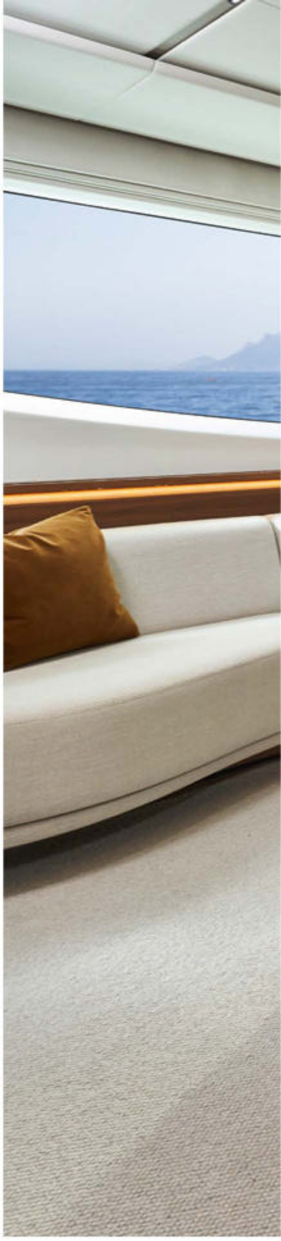


If light and splendor invite you in, the deep, low sofas ensure you won't leave in a hurry

yacht like this, profile is everything; we wanted a big sportsbridge deck, but one you couldn't actually see."

Before we get too idealistic on sports style, there will also be a hardtop option for the S80, which makes perfect sense for any number of good boating reasons but will change the yacht's low-down, growling profile. Hopefully a few emotionally led buyers stick with the standard awning so the rest of us can enjoy the original lines.

>>



The extra beam across the owner's cabin is noticeable, with solid wood detailing and deep sections of glass adding to the grandeur. These images show the owner's and en suite of the Princess Y80 model, but the S80 has an identical layout with similar design options

There's plenty of solid wood to go with the coolly understated, but always inviting, modern interior

Moving up the aft deck steps, the sportsbridge is a vast social expanse, with the driving position rightly set at its heart. It's a noticeably and provably bigger and better deck than the S78. The extra foot of beam works wonders. Aside from plentiful deck space, there are large and separate seating areas, plus a massive barbecue and bar, a central island of cold storage and room for a pop-up television.

It's the same story back on the aft deck. A familiar Princess layout sees two massive asymmetric pads flank your journey up from the hydraulic platform and garage. But things are different here and it's another key part of the S80's design. With more room to use, this exterior space now has three separate social areas, dining, sunbathing and lounging, without the need to convert or move anything. Better still, it's all done with space to spare and masses of stowage worked in.

Again, there are no happy accidents here. The initial design saw the staircase and dining table in different positions, but the full-scale mock-ups Princess employs for every new model changed that. We now have a walkaround dining table to port that offers superb views out over the deck and the sea beyond.

This level of design investigation stretches beyond mock-ups and indeed the yard itself. Alex Cleverly is part of the S80's technical team and one of the people showing me over the boat. "I used to be a Princess delivery skipper, clocking up 16,000 nautical miles a year," Cleverly says. "I would make notes on how a yacht fared at sea, visibility, spray, access to service points and feed that back to base." In short, the kind of R&D that money can't buy, and all that knowledge is now on the inside.

Across the decks, you certainly feel like someone has been listening to Cleverly. The S80 feels incredible solid, safe and relaxed.

Back on the aft deck, glass-paneled flanks extend aft from the superstructure to ensure that, along with the view, privacy and protection are guaranteed. The sportsbridge overhang keeps everything feeling intimate and beautifully lit at night; there's even air conditioning overhead and the option to enclose the dining area with awnings. At the nose of the boat, meanwhile, even with the superstructure pushing forward, Princess creates a proper foredeck lounge, where eight guests can gather.

Continuing this friendly design, the galley aft arrangement plays a central role on the main deck. It's part of the onboard lifestyle, not hidden away. A massive piece of glass hinges up to open inside to out, with a bordering storage unit sneaking in a pop-up television.

The S80 is probably going to be crewed (by a maximum of two people given the tight quarters in the stern) but it is a social boat and guests will love the galley, dipping into the Sub-Zero refrigerator, massive drawer-style freezers or just hanging around the bar area. Storage space is off the scale – the galley's multiple dedicated lockers include a pop-up pantry while across the way there is a deep, long sideboard.

Dining is clearly intended to be al fresco on the S80, but you can option a table for the salon. This space is massive, another heady example of the Princess's ability to deliver interior space, harmony and splendor with an ease few other yards can match. Height and glass play an important part. Huge 6ft high sections of glass line the salon, and with the optional glass sunroof and helm side door open, it's like you never left the deck.

Princess Y80

Princess Y80

Just as on the X80 and Y80, space and proportion across the four cabins is class-leading and feels even more impressive on a sports yacht

If light and splendor invite you in, the deep, low sofas ensure you won't leave in a hurry. The raised lounge forward by the helm is a great spot at any time of day, but it's the perfect guest perch when under way – kudos to whoever had the foresight to subtly lower the forward finishing panel to ensure the best possible view forward.

And down where you can't see? Anyone who has been aboard the X80 or Y80 will be familiar with the four-cabin layout below decks. The S version has its own smart performance-edged color palette and materials, and four en suite cabins that will sleep eight guests.

The owner's suite is wrapped in large hull windows, and useful upgrades on the S78 are separate entrances for the walk-in closet and en suite. The forward VIP is equally impressive with an outstanding en suite and more storage space than seems necessary – and we never, ever think that. There's a sense of fraternity going on here too, with each cabin featuring the same style notes as the master, including plenty of solid wood to

>>

Beyond looks and luxury, this is a boat designed for the owner to drive when the fancy takes them

go with the coolly understated, but always inviting, modern interior finish.

Beyond looks and luxury, this is a boat designed for the owner to drive when the fancy takes them, and for their guests to join in on the experience of 70 tons carving through the water at 32 knots. Both the upper and lower helm stations look and feel like a performance yacht, with deep, supportive seats and an array of screens and dials. But just as important is the guest seating on each side of the sportsbridge helm and the elevated lounge next to the lower helm.

Initial sea trials, with a light load and 12 people on board, recorded 36 knots powered by the standard twin MAN 2,000-horsepower engines; the official top speed is 35 knots. The MAN 2,200-horsepower option will suit owners who like to cruise faster while adding two or three knots to the top speed.

To say Princess Yachts has a reputation for good design is a bit like saying Patek Philippe makes accurate timepieces. The S80, like all its design stablemates, doesn't put a foot wrong inside or out. The proportions are near-perfect, the styling is confident without being challenging and the finish brings that little bit extra, with solid woods and semi-custom levels of choice and detail.

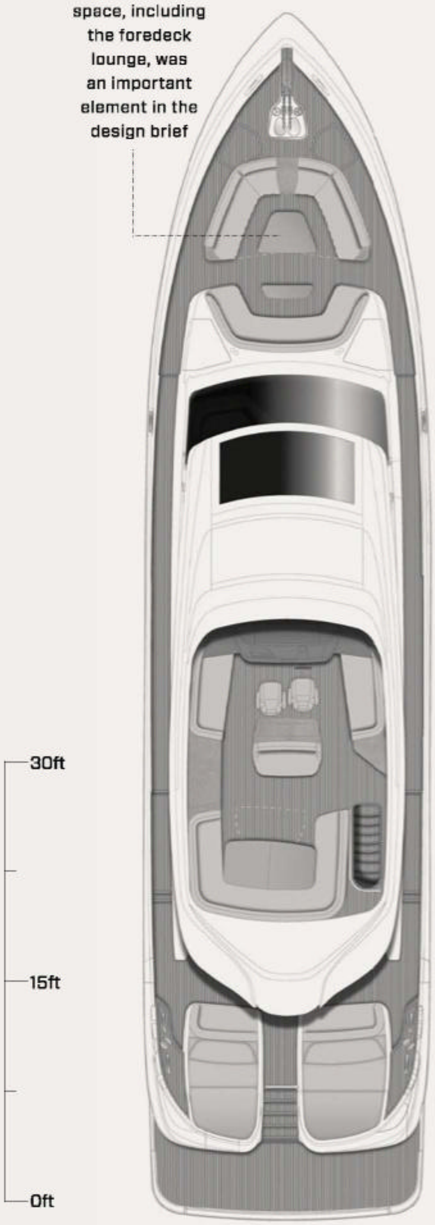
The only possible downside for an S80 owner might be the unnerving sight of a Princess X80 keeping up with you. For anyone concerned about such an event, the MAN 2,200-horsepower upgrade is for you. In either case, this is a yachting experience fit for royalty. ☐

S80

PRINCESS YACHTS

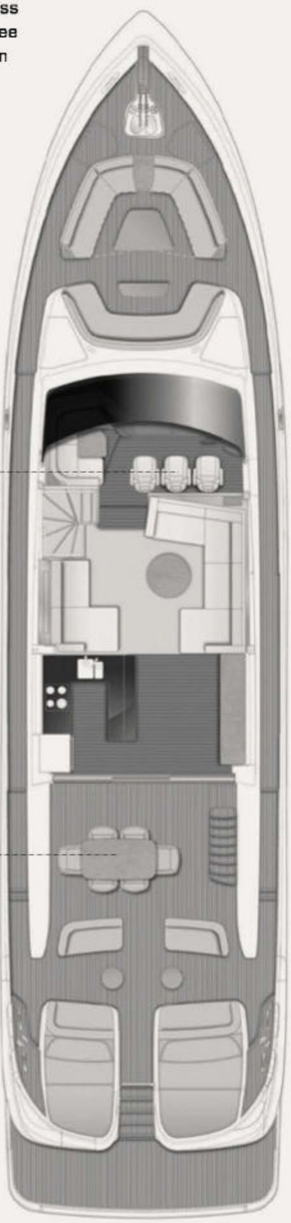
SPORTSBRIDGE

Socializing space, including the foredeck lounge, was an important element in the design brief



MAIN DECK

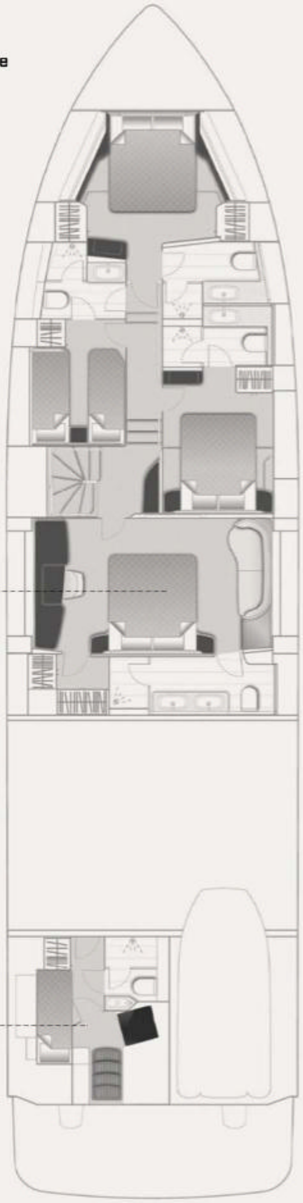
The S80 is the first Princess to have three lower helm seats



The cockpit features optional A/C for the first time on a Princess

LOWER DECK

The lower-deck, amidships owner's suite is situated in the most stable location on board



A twin cabin aft may be used for guests or crew

LOA 82' 4"

LWL 68' 10"

Beam 19' 11"

Draft 6'

Displacement (half load) 70 tons

Engines 2 x MAN V-12 2000

Generators (standard) 2 x 27kW

Stabilizers Seakeeper 26 gyro (optional)

Speed (max/cruise) 35/29 knots

Range at 9.6 knots (with extended fuel tank) 1,443nm

Fuel capacity 1,717 gallons

Freshwater capacity 391 gallons

Owners/guests 8

Crew 3

Tender Williams 435 Sportjet

Construction Composite hull and superstructure

Classification E Design Category B

Naval architecture Olesinski; Princess Yachts

Exterior and interior design Olesinski; Pininfarina; Princess Yachts

Builder/year Princess Yachts/2024 Plymouth, UK

+44 (0)1752 203888
enquiries@princessyachts.com
princessyachts.com

CELEBRATING TWENTY YEARS

THE WORLD SUPERYACHT AWARDS

20

IN ASSOCIATION WITH

ACQUERA CLUB

BELONG EVERYWHERE

ADMIRAL

BRAND OF

THE ITALIAN SEA GROUP

2-3 MAY 2025, VENICE, ITALY

TICKETS AVAILABLE

TO APPLY, PLEASE VISIT:

WORLDSUPERYACHTAWARDS.COM

BOAT International

EVENT PARTNER

OLIVERI

SUPPORTING PARTNER

CITTÀ DI VENEZIA

SALONE NAUTICO VENEZIA

BOAT International

Voyage

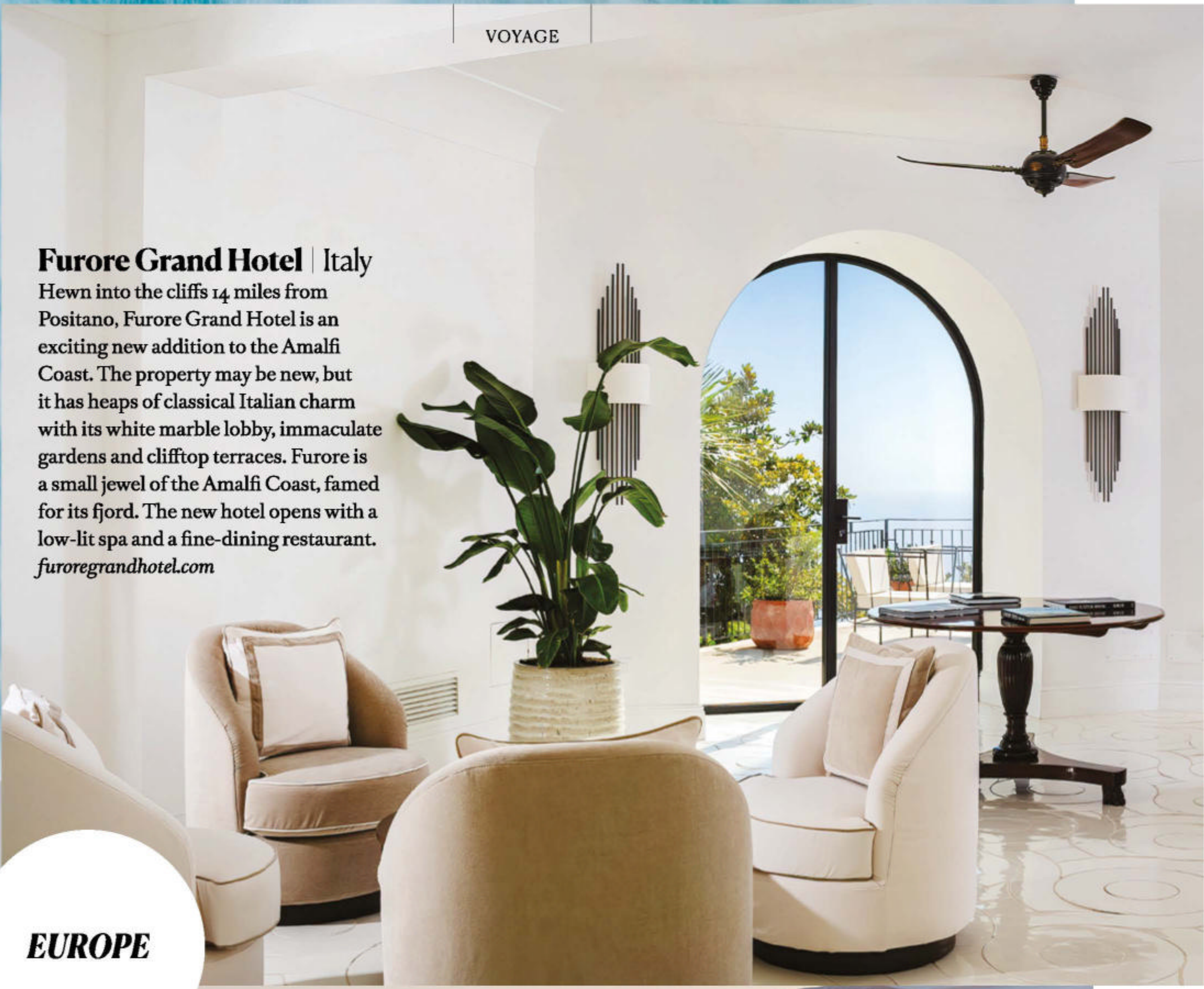
INSPIRING YOUR NEXT ADVENTURE

Many of the biggest names in hospitality are set to open new properties around the world this year. *Georgia Boscawen* picks out the most exciting new prospects

The Hot List

PHOTOGRAPHY: LUKE MATTSON/STOCKSY

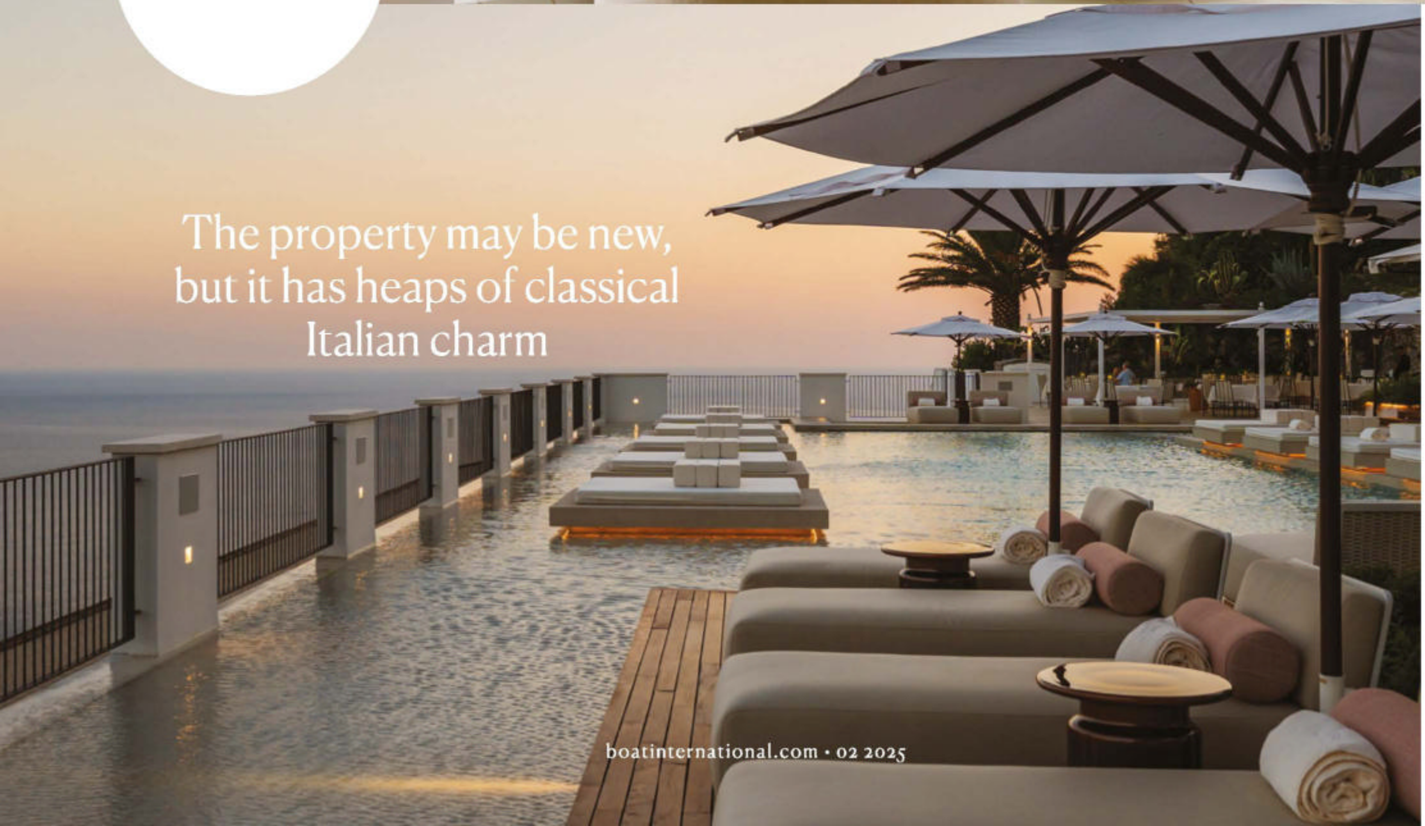
>>



Furore Grand Hotel | Italy

Hewn into the cliffs 14 miles from Positano, Furore Grand Hotel is an exciting new addition to the Amalfi Coast. The property may be new, but it has heaps of classical Italian charm with its white marble lobby, immaculate gardens and clifftop terraces. Furore is a small jewel of the Amalfi Coast, famed for its fjord. The new hotel opens with a low-lit spa and a fine-dining restaurant. *furoregrandhotel.com*

EUROPE



> The property may be new, but it has heaps of classical Italian charm

Cali Mykonos | Greece

Carved into the rocky coast on Mykonos's quieter eastern edge, Cali Mykonos offers land-based luxury for the superyacht crowd. With 40 suites and whitewashed villas, all with private pools, the new hotel has its own private beach and fine-dining restaurant serving traditional Greek fare. Alongside its quiet accommodations, the biggest draw is Cali's vast 360ft infinity pool, which stretches alongside its all-day beach bar. Perfectly positioned for those traveling by yacht to disembark, Cali Mykonos offers moorings and direct access from the water. *calimykonos.com*

Cali's biggest draw is its vast 360ft infinity pool, which stretches alongside its all-day beach bar

>>

Med mode

Sydney linen pants, $360, derek-rose.com

#My4810 Trolley in cassis, POA, montblanc.com

Sartorial Sunset titanium sunglasses, $880, brunellocucinelli.com

PHOTOGRAPHY: COURTESY OF FURORE GRAND HOTEL

Arev, Saint-Tropez | France

A five-minute walk from the heart of Saint-Tropez village, Arev opened its doors in 2024. The traditional-looking blue-shuttered building conceals its lively interior design, which feels like a cool, old-school haven brought to life with a bold color scheme of red, deep blue and yellow, as well as nautical prints. Arev teamed up with the world-famous local hotspot Bagatelle for its restaurant and revived an old Saint-Tropez favorite, The Strand. Book the one-bedroom suite that overlooks the pool, featuring bold toile de Jouy wallpaper and 500-thread-count French bed linen. The hotel can whisk you to the Port de Saint-Tropez in just seven minutes. *arevcollection.com*

OKU Bodrum | Turkey

Set on Bodrum Peninsula's northern coast, OKU Bodrum is an adults-only clifftop retreat that will open its doors this summer. OKU's ethos is intrinsically laid-back and, like the brand's three other properties, will feature private pools, rattan finishes and earthy design. The hotel will open with a poolside Japanese fusion restaurant and a boho beach bar on a private jetty. Days here can be spent in the sunken lounges sipping cocktails to lo-fi DJ sets. The hotel's idyllic location not only offers direct access to a protected bay for swimming but is also perfectly positioned for those arriving or departing by boat. *okuhotels.com*

Mandarin Oriental Costa Navarino | Greece

In 2025, Greece will welcome its first Mandarin Oriental on the southwest coast of the Peloponnese, Costa Navarino. With sweeping views over the Ionian Sea, the new property opens with a beach club, five restaurants and a private dining option. Infused with cultural heritage, the style of the 99 rooms and villas is based on 19th-century Greek design with motifs, wood carvings and a natural terracotta color palette. *mandarinoriental.com*

The style of the 99 rooms and villas is based on 19th-century Greek design

PHOTOGRAPHY: COURTESY OF OKU HOTELS; COURTESY OF MANDARIN ORIENTAL COSTA NAVARINO. PHOTOGRAPHER: GEORGE APOSTOLIDIS

>>

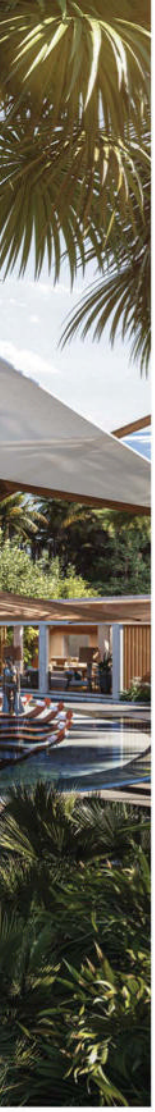
The MIDDLE EAST & NORTH AFRICA

Jumeirah Marsa Al Arab | Dubai

After much anticipation, Dubai finally welcomes a new addition to its largest private beach, Jumeirah Marsa Al Arab. The hotel's design was inspired by a superyacht, with a soaring, wave-like profile and panoramic vistas over the Arabian Sea. With 386 rooms and suites, four penthouses and 82 apartment suites, Jumeirah Marsa Al Arab is set among immaculately landscaped gardens and its own superyacht marina. *jumeirah.com*

Six Senses Triple Bay AMAALA | Saudi Arabia

Six Senses Triple Bay, AMAALA is set to welcome guests in the latter half of 2025. This exquisite development features a harmonious blend of beachfront residences, a charming hillside village and elegant villas framed by a private mangrove bay, all thoughtfully designed to echo the natural beauty of their surroundings. Boasting 64 luxurious rooms, six opulent suites, 30 exclusive villas and 25 branded residences, the new hotel promises to be a sanctuary of wellness in AMAALA's Triple Bay area. *sixsenses.com*



Red Sea Edition | Saudi Arabia

The Red Sea Edition will soon open its doors on the powder-white sands of Shura, the main island in one of the world's hottest travel developments – the Red Sea Project. This is the second opening for Edition in Saudi Arabia – following the property in Jeddah – and will have 240 guest rooms and an array of suites. Earmarked as a superyacht hotspot, The Red Sea Edition will have two restaurants, multiple bars and impressive wellness facilities. *editionhotels.com*

Royal Mansour Tamuda Bay amalgamates contemporary design and old-world charm

Exotic ethos

Un Jardin sur le Nil hair and body shower gel, $83, hermes.com

Eyes of the Wind women's silk cotton pants, $445, vilebrequin.com

Leica Q3 compact digital camera, $6,295, leica-camera.com

Royal Mansour Tamuda Bay | Morocco

This year, Tamuda Bay on Morocco's lesser-known Mediterranean coast is welcoming a new 55-key property that celebrates the splendor of contemporary Moroccan design. Located on its own sprawling beachfront before the Rif Mountains, Royal Mansour Tamuda Bay amalgamates contemporary design and old-world charm, with zellige tiles, marble mosaics and parquet flooring. Foodies will have plenty of options here, too, with four restaurants to choose from encompassing Italian cuisine, French fusion and Spanish seafood. *royalmansour.com*

PHOTOGRAPHY: COURTESY OF ROYAL MANSOUR TAMUDA BAY HOTEL; COURTESY OF SIX SENSES AMAALA; WILLIAN JUSTEN ON UNSPLASH

>>

Cheval Blanc | Seychelles

Curved around the Anse Intendance beach on Mahé Island, Cheval Blanc opened its doors for its inaugural season in December. With 52 immaculate villas perched either on the white beach or hidden in the green hills, Cheval Blanc is a contemporary property that is focused on the beauty of the immediate environment. It has been designed by Jean-Michel Gathy, who also designed the sensational Cheval Blanc Randheli in the Maldives. The new property has opened with five restaurants and a spa created in collaboration with Guerlain. *chevalblanc.com*

Nihi Rote | Indonesia

Designed to make guests feel they are staying at the end of the earth, Nihi Rote is an upcoming off-grid opening on Rote Island in West Timor, Indonesia. With a brand ethos that promotes cultural richness and adventurous spirit, the new property will open its doors this fall and promises secluded beaches, a spa and waterfront villas. *nihi.com*

ASIA
& the
INDIAN
OCEAN

Four Seasons Hotel Osaka | Japan

The Four Seasons has opened its fourth property in Japan, this time within the new One Dojima building in the city of Osaka. It has 130 rooms and 24 suites, but guests can also opt to stay on the dedicated Gensui floor for a contemporary *ryokan* experience. The hotel's signature restaurant overlooks the glittering city and serves up authentic Cantonese cuisine, while cocktail bar Bar Bota offers some of the finest Japanese whiskeys. Encompassing the entire 36th floor of the hotel, there is also a spa that offers rejuvenating treatments using traditional Japanese techniques. ***fourseasons.com***

W | Maldives

Following an all-encompassing rebuild, the W Maldives is now an entirely new offering in line with the W's rebrand. Located on Fesdu Island in North Ari Atoll – a 25-minute seaplane ride from Malé – the new W is home to 77 revamped thatched villas, each with private pools, and four new bars and restaurants. Single-use plastics have been eradicated from the resort and the hotel is also unveiling an in-house fruit and herb plantation before the end of the year. ***marriott.com***

PHOTOGRAPHY: COURTESY OF CHEVAL BLANC SEYCHELLES; COURTESY OF NIHI; COURTESY OF FOUR SEASONS HOTEL OSAKA; COURTESY OF MARRIOTT INTERNATIONAL

The new W is home to 77 revamped thatched villas, each with private pools

>>

The AMERICAS

Islas Secas, Casa Cavada | Panama

Located in one of the most expansive protected marine zones in the world, Islas Secas is a secluded resort that spans 14 volcanic islands in the Gulf of Chiriquí on Panama's Pacific coast. This season the resort opens a clifftop property surrounded by nature, crashing waves and a private beach. In 2024, meanwhile, the resort unveiled an 8,300-square-foot villa, Casa Cavada, a private four-bedroom property with a chef, a 25-meter pool and huge terrace. Designed to amplify the villa's natural surroundings, staying here is like sleeping among wildlife in a four-poster bed. *islassecas.com*

Oetker Collection's The Vineta Hotel | US

The Oetker Collection – behind legendary hotels including Hotel du Cap-Eden-Roc – has made its first foray in the US this year and will soon be opening the doors of The Vineta Hotel in Palm Beach. With its pale-pink façade, the new hotel is designed in the Mediterranean Revival style for which Palm Beach is famed. Paris-based interior (and yacht) designer, Tino Zervudachi oversaw the hotel aesthetically, ensuring elegant yet fun and eclectic spaces. *oetkercollection.com*

Jumby Bay Island | Antigua

On the powder-white sands of Jumby Bay Island, a 300-acre private paradise off the northeast coast of Antigua, Jumby Bay is a perfect Caribbean escape for superyachts. This season, the hotel sees the arrival of one of the UK's most beloved beach clubs and restaurant, The Hut, to its neighboring island. Perched on a long stretch of private beach, the new whitewashed restaurant will blast out party tracks and serve lobster with lashings of rosé. *oetkercollection.com*

Worn in the USA

007 Maitan Scaramanga linen shirt in light sky pool, $445, orlebarbrown.com

BW x 24H Le Mans Weekender, $3,400, bennettwinch.com

Handmade Rafael Panama hat, $335, frescobolcarioca.com

Nilo Miami Namron Hospitality | USA

The luxurious barefoot hospitality group Namron – which now has nine properties in Mexico – is to open its first hotel in Miami this year. Nestled in the vibrant North Beach neighborhood – fondly dubbed NoBe by locals – the new property, Nilo, is a calming oasis, moments away from Miami's bustling marinas. With 29 rooms, Nilo is a two-story hotel encircling a lush courtyard and pool area. Designed by local mansion developer Felix Cohen, it has an effortlessly trendy feel to it, with a carefully curated art collection, lots of texture and a warm color palette throughout. *namronhospitality.com* ◻

PHOTOGRAPHY: COURTESY OF ISLAS SECAS; COURTESY OF JUMBY BAY ISLAND

MERLE WOOD & ASSOCIATES

SPECIALISTS IN THE SALE, PURCHASE, CHARTER & CONSTRUCTION OF THE WORLD'S FINEST YACHTS

for Sale & Charter

257'/78m A&R 2011 **AMARYLLIS***

for Sale & Charter

236'/72m Tankoa 2018/2023 **CASINO ROYALE***

for Sale & Charter

221'/68m Icon 2010/2020 **LOON***

for Sale & Charter

214'/65m Feadship 2009 **TRIDENT***

for Sale & Charter

208'/64m Benetti 2006 **LIONESS V***

for Sale & Charter

197'/60m Lurssen 2010/2024 **BELLA VITA***

190'/58m A&R 2007/2023 **AMARAL***

180'/55m Amels 2013 **GENE MACHINE***

for Sale & Charter

164'/50m Proteksan 2002/2022 **MOSAIQUE***

SUPERYACHT SPECIALIST MERLE A. WOOD

JOHN COHEN | RODD TAYLOR | JIM MCCONVILLE | JARRETT HIEBERT | IAIN LAWRIE | JEFF GONOS | DARREN DATSON | BILLY SMITH | TIM LAUGHRIDGE

for Sale & Charter

154'/47 Dunya 2024 **KING BENJI***

154'/47 Wider 2016/2023 **BARTALI***

for Sale & Charter

138'/42m Richmond 2004/2023 **MISS STEPHANIE**

for Sale & Charter

131'/40m Sunseeker 2010/2023 **ABOUT TIME***

for Sale & Charter

130'/40m Christensen 1993/2022 **SWEET ESCAPE**

for Sale & Charter

121'/37m Benetti 2013 **NAMASTE**

111'/34m Sanlorenzo SP110 2022 **ANMAX***

95'/28m Sunseeker 2018 **KARILLIAN & CO.**

85'/26m Pacific Mariner 2008/2023 **LADY B**

*Not offered for sale or charter to U.S. residents while in U.S. waters unless under a boat show bond or in an FTZ.

www.MERLEWOOD.com
PHONE: +1-954-525-5111 • FAX: +1-954-525-5165 • WEB@MERLEWOOD.COM
801 SEABREEZE BLVD • BAHIA MAR YACHTING CENTER, SUITE C • FORT LAUDERDALE, FL 33316

MERLE WOOD & ASSOCIATES

SPECIALISTS IN THE SALE, PURCHASE, CHARTER & CONSTRUCTION OF THE WORLD'S FINEST YACHTS

FIRST TIME OFFERED FOR SALE!

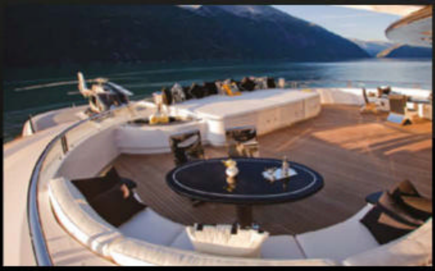
VERY SINCERE SELLER

!! HUGE PRICE REDUCTION !!

NOW LOCATED IN PALM BEACH, FLORIDA

3 WYG 2010 ATTESSA IV*

THE CHANCE TO OWN A TRUE YACHTING MASTERPIECE
CREATED BY THE WORLD'S MOST EXPERIENCED YACHTSMAN
WINNER OF THE WORLD SUPERYACHT AWARD FOR BEST REBUILT YACHT 2011



SUPERYACHT SPECIALIST
MERLE A. WOOD

www.MERLEWOOD.com
PHONE: +1-954-525-5111 • MWOOD@MERLEWOOD.COM

*Not offered for sale or charter to U.S. residents while in U.S. waters unless under a boat show bond or in an FTZ.

MORAN
YACHT & SHIP

MARGUERITE 201’ (61m) Lurssen | FOR SALE & CHARTER

PRIME OPPORTUNITY!

MARGUERITE is seriously for sale after an extensive mechanical refit and full paint job. Maintained to the highest standards, this immaculate Lurssen features an incredible interior volume with accommodations for 12 guests in 6 staterooms.

MORANYACHTS.COM | SALES@MORANYACHTS.COM | +1 954.768.0707

400’ (122M) LURSSEN | KISMET *DELIVERED

377’ (115M) LURSSEN | AHPO *DELIVERED

350’ (106.7M) OCEANCO | BLACK PEARL *DELIVERED

337’ (103M) LURSSEN | JASSJ *UNDER CONSTRUCTION

311’ (95M) LURSSEN | CC-SUMMER *FOR CHARTER

295’ (90M) LURSSEN | PHOENIX II *DELIVERED

279’ (85.1M) LURSSEN | SOLANDGE *DELIVERED

242’ (74M) AMELS | AURORA *DELIVERED

219’ (67M) CRN | MARANELLO *UNDER CONSTRUCTION

219’ (67M) CRN | PROJECT 146 *UNDER CONSTRUCTION

206’ (63M) ROSSINAVI | UTOPIA IV *FOR SALE

200’ (61M) ROYAL HAKVOORT | ASIA *DELIVERED

196’ (60M) AMELS | ENTOURAGE *FOR CHARTER

158’ (48.2M) FEADSHIP | TASIA FOR SALE

151’ (46M) BAGLIETTO | MEDIALLY *FOR SALE & CHARTER

136’ (41M) PALMER JOHNSON | DEFIANT *FOR SALE

131’ (40M) FEADSHIP | LADY SANDALS *FOR SALE

118’ (36M) AB YACHTS | FIVE WAVES *FOR SALE

ALLIED
MARINE | 1945

FEATURED YACHTS

ANTARES \\\ 2008 130' WESTPORT
SEAN FENNIMAN
+1.772.260.1628 sean.fenniman@alliedmarine.com

RUFFIAN \\\ 2001 124' DELTA
DON STRONG
+1.239.272.9446 don.strong@alliedmarine.com

TASTY WAVES \\\ 2020 RIVA DOLCEVITA 110'
WILLIAM BLACKWELL, JR
+1.561.789.8617 william.blackwelljr@alliedmarine.com

LADY K \\\ 2020 109' MANGUSTA
ERIC FRANK
+1.954.600.0369 eric.frank@alliedmarine.com

NOT FOR SALE TO US RESIDENTS WHILE IN US WATERS

DOUBLE UP \\\ 2024 CUSTOM LINE NAVETTA 33M
SEAN FENNIMAN
+1.772.260.1628 sean.fenniman@alliedmarine.com

CIAO M \\\ 2023 106' CUSTOM LINE
PEDRO BARBOSA
+1.305.951.3397 pedro.barbosa@alliedmarine.com

NORTHLAND \\\ 2017 104' BURGER
SEAN FENNIMAN
+1.772.260.1628 sean.fenniman@alliedmarine.com

\\\ 2024 RIVA CORSARO SUPER 102'
GIUSEPPE RUSSO
+1.786.222.9153 giuseppe.russo@alliedmarine.com

EXCLUSIVE DEALER
FERRETTIYACHTS PERSHING itama Riva

AUTHORIZED AGENT
CRN CUSTOM LINE

ALLIEDMARINE.COM \\\ SALES@ALLIEDMARINE.COM \\\ 954.462.5557

ALLIED
MARINE | 1945

FEATURED YACHTS

SILHOUETTE \\\ 2020 920 FERRETTI

RICARDO AREVALO
+1.954.279.5458 ricardo.arevalo@alliedmarine.com

OUR TRADE \\\ 2023 RIVA ARGO 90'

JUSTIN SULLIVAN
+1.954.931.2230 justin.sullivan@alliedmarine.com

OUR TRADE \\\ 2021 RIVA FOLGORE 88'

PETER HOPWOOD
+1.216.272.0095 peter.hopwood@alliedmarine.com

INDISCRETION \\\ 2016 RIVA SUPER DOMINO 88'

ERIC FRANK
+1.954.600.0369 eric.frank@alliedmarine.com

\\\ 2023 860 FERRETTI

GIUSEPPE RUSSO
+1.786.222.9153 giuseppe.russo@alliedmarine.com

\\\ 2022 850 FERRETTI

PEDRO BARBOSA
+1.305.951.3397 pedro.barbosa@alliedmarine.com

PHOENIX RISING \\\ 2017 PERSHING 82 VHP

SEAN FENNIMAN
+1.772.260.1628 sean.fenniman@alliedmarine.com

ALVEARE \\\ 2022 780 FERRETTI

THOMAS KNUTSON
+1.631.796.9098 thomas.knutson@alliedmarine.com

EXCLUSIVE DEALER

FERRETTIYACHTS PERSHING itama Riva

AUTHORIZED AGENT

CRN CUSTOM LINE

ALLIEDMARINE.COM \\\ SALES@ALLIEDMARINE.COM \\\ 954.462.5557

399 SE 18th Court | Fort Lauderdale, FL 33316

RJC
ROBERT J. CURY
YACHT SALES & CHARTERS

954-525-7484 | rjcyachts.com | info@rjcyachts.com

LADY ELAINE, 163' 2008/18 Christensen TDMY

AQUASITION, 142' 2010/18 Trinity TDMY

REFLECTIONS, 124' 1999/21 Christensen MY

MY GIRL, 95' 2008 Azimut

LANIDA, 92' 2010 Lazzara LSX

VICTORY, 80' 2008 Hatteras MY

TOP SHELF, 80' 2007 Hatteras MY

54' 2023 & 54' 2022 Aquila Power Catamarans

For information on our charter fleet, please contact Nicole Caulfield at 954-525-3886 or at charters@rjcyachts.com

163' Lady Elaine	$225k/wk
157' Miss Christine	$165k/wk
150' Sonician	$150k/wk
147' M3	$130k/wk
145' Relentless	$150k/wk
142' Aquasition	$150k/wk
140' Never Enough	$99k/wk
130' King Of Fun	$120k/wk
130' Blue Time	$120k/wk
130' Memento Vivere	$120k/wk
124' Reflections	$70k/wk
124' Murphy's Law	$70k/wk
124' Camille	$85k/wk
118' True North	$60k/wk
116' Whisper	$65k/wk
112' Now or Never	$65k/wk
108' Alandrea	$75k/wk
100' A Place in the Sun	$50k/wk
85' Tranquility	$45k/wk
82' Qara	$33k/wk

CARPE DIEM
58m › 191′ › TRINITY › 2011/2024
$ 32,500,000
STUART.LARSEN@FRASERYACHTS.COM
LON.MCCLOSKEY@FRASERYACHTS.COM

BRAVADO
45m › 147′ › ABEKING & RASMUSSEN › 2004/2024
€ 18,500,000 › VAT PAID
ANTOINE.LARRICQ@FRASERYACHTS.COM
+377 93 100 450

CALLIOPE
43m › 142′ › RICHMOND YACHTS › 2007/2022
$ 12,900,000
STUART.LARSEN@FRASERYACHTS.COM
+1 954 463 0600

NEW PRICE

4*PUPPIES
40m › 130′ › PALMER JOHNSON › 2003/2022
$ 5,950,000
JOSHG@FRASERYACHTS.COM
+1 954 463 0600

NEW PRICE

ALTAVITA
38m › 126′ › GULF CRAFT › 2018
$ 8,500,000*
JAMES.NASON@FRASERYACHTS.COM
MATTHEW.MARTIN@FRASERYACHTS.COM

MY WAY
31m › 103′ › CHEOY LEE › 2002/2023
$ 2,999,000 › US DUTY PAID
JOAQUIN.GENRICH@FRASERYACHTS.COM
+1 619 225 4800

FRASER

STEP ABOARD ANOTHER WORLD
SALES | CHARTER | MANAGEMENT | CONSTRUCTION | CREW | 20 OFFICES WORLDWIDE
FRASERYACHTS.COM

**Not offered for sale or charter to U.S. residents while in U.S. waters.*

SUPERYACHT PARTNERS

THE SUPERYACHT FAMILY OFFICE

PERFECT

WORLD CRUISER

BLISS

121ft

POA

*Available for inspection
in Vilanova, Spain

KEY FEATURES

- Bliss has had the same owner since delivery
- Recently completed €2 million refit
- 3/4 cabins with flexible arrangements up to 10 guests
- High- performance world cruising yacht, maintained in Class since delivery

Scan here for deck and
colour options

LE CASTELLARA | NO.9 AVENUE DU PRESIDENT J.F KENNEDY | MC98000 MONACO
+377 99 906 122 | INFO@SUPERYACHTPARTNERS.COM

W

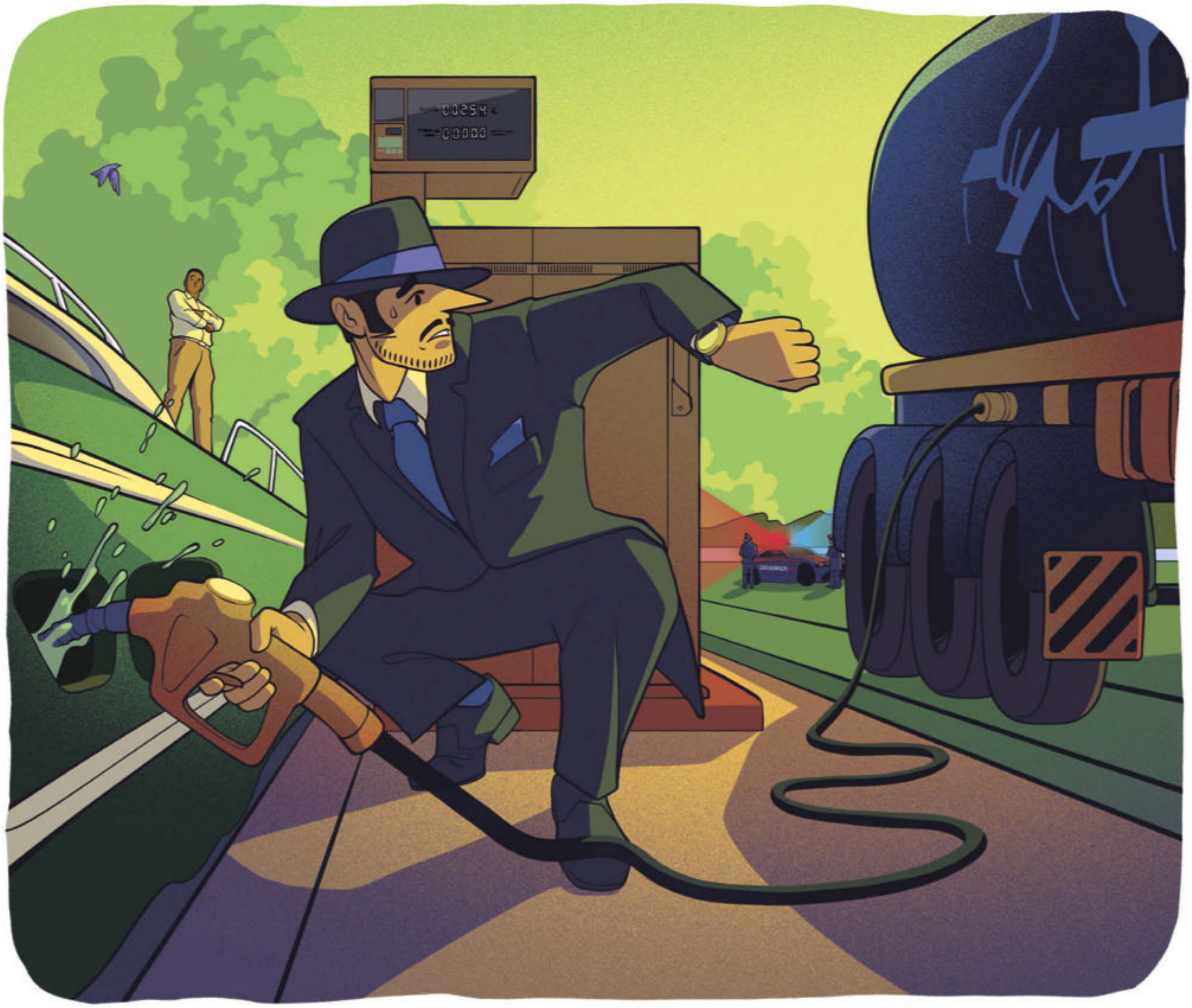
Feadship, 2013 / 2020, 189ft / 58m, 12 guests, €44.95m EUR
Andrew Bond: AHB@edmiston.com, +44 7734 405944

Domani

Benetti, 2016, 148ft / 45m, 12 + 2 guests, €23m EUR
Antonio de Yturbe Redo: AYR@edmiston.com, +52 5579 668260
Hannah Wolstenholme: HW@edmiston.com, +1 786 977 4358

NEW YORK	+1 212 792 5370	MONTE CARLO	+377 93 30 54 44
MIAMI	+1 786 977 4358	MEXICO CITY	+52 55 52 80 95 74
NEWPORT	+1 401 619 2200	SAN JOSÉ DEL CABO	+52 624 247 5852
LONDON	+44 20 7495 5151	edmiston.com	

EDMISTON



"He pumped the fuel, but kept glancing over his shoulder and looking jittery"

I've had some pretty wild adventures over the years. Many years ago, for example, I took delivery of my boat in Asia and decided to ship it to Italy. It was my first trip to the Med and I didn't know anything about the services there – including where to get fuel.

My captain asked around and someone told him they knew just the guy. As promised, this gas truck showed up and the man driving it was wearing a suit, which looked a bit strange. He started pumping the fuel, but while doing so he kept glancing over his shoulder while looking very jittery. Soon enough he'd finished – we paid him and thought nothing more of it. It was enough fuel to last us for the whole cruising season.

Our captain took the boat back to a marina, but no sooner had he settled into a slip than the local police raced into view! Had he bought any fuel, they demanded, and, if so, from whom? Needless to say it was, in fact, stolen, and we were all now in the frame.

My captain became increasingly nervous during questioning, and after a while the police turned away and began conferring among themselves. Taking a risk, the captain placed some cash from his pocket on the table in front of him. Next thing he knew, he was allowed to walk free.

So, I was out by a few hundred, but I realized, given I probably paid half price for the fuel, that I still just about came out on top. Not that I would be returning any time soon – we had had our fill of dodgy dealings... □

AS TOLD TO Cecile Gauert **ILLUSTRATION** Dr. COLOD

Anchor somewhere new
BERMUDA
GoToBermuda.com
Lost Yet Found

UNCOMPROMISING
STANDARDS
ALWAYS

THE ALL NEW W117 | 35M RAISED PILOTHOUSE

Balancing a contemporary and flexible design with a high-performance hull and engine package, the new Westport 117|35M raises the bar in terms of stylish indoor/outdoor living. Equipped with dual Seakeeper Gyro stabilizers, this ABS-classed, go-anywhere yacht features a beach club, five spacious staterooms-including an on-deck master-and quarters for five crew. Constructed to uncompromising standards, the Westport 117 embodies high-volume superyacht living at its finest.

THE WORLD AWAITS. DISCOVER IT WITH WESTPORT.

THE W SERIES OF YACHTS W117 | 35M W130 | 40M W135 | 41M W172 | 52M

+1 954.316.6364 | WESTPORTYACHTS.COM

YACHTS SINCE 1964 HANDCRAFTED IN THE USA

WESTPORT
YACHTS